

visualize 2045

A long-range
transportation plan
for the National
Capital Region

APPENDIX I

Summary of Public Comment Periods

Draft, March 2022



National Capital Region
Transportation Planning Board

**SUMMARY OF PUBLIC COMMENT PERIODS FOR THE VISUALIZE 2045 UPDATE (2022)
LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**
March 2022

ABOUT VISUALIZE 2045 & THE TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

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ACKNOWLEDGEMENTS

Special thanks to the public for participating in the TPB’s public comment period and the many other regional staff who provided responses to public comments.

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SUMMARY OF PUBLIC COMMENT PERIODS

In addition to engaging the public in broad outreach related to transportation policies, as discussed in Appendix I, the plan development scheduled includes two public comment during the official public comment and interagency review periods for this plan. The two comment periods include the opportunity to review the technical inputs for the Air Quality Conformity analysis and the results of the analysis, along with the draft 2022 update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP). The comment summaries and comment listing can be found in this Appendix. The summary of the second comment period will be included following the completion of the April 2022 comment period.

PUBLIC COMMENT – APRIL 2, 2021 – MAY 3, 2021

At the April 2021 TPB meeting, the board was briefed on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element (project list) of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. The comment period closed on May 3, 2021. During this comment period, the TPB received: 163 comments via email, 65 from the public comment form on the TPB website, 1 comment via phone call, and 11 letters sent by individuals and advocacy groups.

Comments were summarized in a memorandum dated May 13, 2021, and were presented to the board on May 19, 2021. The board was asked to take these comments into consideration when approving project inputs and the Air Quality Conformity Analysis scope of work at the June 2021 TPB meeting. This comment period was not required by federal regulations. A summary of these comments and the acknowledgments provided by TPB staff, and the implementing agencies are presented in the attached memorandum. A compilation of all comments received during this period follows that memorandum. The TPB held a special work session for the board to provide additional information on the technical inputs, provide the opportunity for the board to ask questions of the technical experts for the projects from the local member agencies, and to document board comments on the inputs. The memorandum dated June 10, 2021 that summaries board comments during the TPB work session is also provided.

PUBLIC COMMENT – APRIL 1, 2022 – MAY 1, 2022

The draft 2022 update to Visualize 2045, TPB's long-range transportation plan, the TPB's FY 2023-2026 TIP and the Air Quality Conformity analysis results for the plan and TIP are available for public comment from April 1, 2022 - May 1, 2022. This section will be updated after the April 2022 Comment Period is complete.

APRIL 2, 2021 – MAY 3, 2021, COMMENT PERIOD



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, Karen Armendariz, TPB Outreach Specialist
SUBJECT: Summary of Comments Received and Proposed Responses on the Project Submissions for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of the Visualize 2045 update and the FY 2023-2026 Transportation Improvement Program (TIP)
DATE: May 13, 2021

PURPOSE

The purpose of this memorandum is to provide information to the board members as the board continues its review and discussions of the projects proposed to be included in the regional conformity analysis. Due to the extensive amount of information received during the comment and interagency review period, the TPB staff prepare and provide this summary memorandum as a courtesy to the board. The full extent of comments and letters received is provided in Appendix A.

This memorandum includes the following attachments:

- Appendix A: Letters Received and Comment Compilation
- Appendix B: TPB April Work Session Summary and attachment
- Appendix C: Conformity Analysis Tables revised with technical corrections received during interagency review

This comment period and interagency review process is a tradition of the TPB and is not a federal requirement. A compilation of the comments submitted by individuals, organizations and businesses have been posted on the TPB's meeting page and at www.mwcog.org/TPBcomment. These comments are also included at the end of this memorandum, which provides a summary of the comments received and includes responses provided by TPB staff and the implementing agencies. The acknowledgements and clarifications from TPB staff and the transportation agencies are provided as recognition of these summarized comments, most essentially noting that the TPB staff are making this information available to the members of the board. As the comment period also serves as interagency review, the comments received by the agencies regarding minor technical corrections have been reflected in the updated conformity table, which can also be found attached to this memorandum.

BACKGROUND

At its April 2021 meeting TPB staff briefed the members of the board on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. This comment period closed on May 3, 2021 at midnight.

At its May meeting the TPB staff will brief the members of the board on the comment period process, the comments received, and the draft responses provided by TPB staff and sponsoring agencies. During the meeting, the board will be provided the opportunity to indicate if it requires any more information beyond the responses provided in this summary.

At its June 2021 meeting, the TPB staff will ask the board to approve the inputs to the air quality conformity analysis (conformity analysis) of the long-range transportation plan (Visualize 2045) and Transportation Improvement Program (TIP) and the scope of work for the conformity analysis.

Please note, the projects proposed to be included in the air quality conformity analysis are a subset of projects in Visualize 2045 and TIP. Not all projects in the plan and TIP can, nor should be, included in the conformity analysis. Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

2021 PUBLIC COMMENT PERIOD

The TPB held an open public comment period and interagency review of the conformity input tables from April 2 – May 3, 2021. Members of the public were invited to review the public comment materials available on the TPB comment page (mwcog.org/tpbcomment) and to submit public comment on the draft list of projects submitted to the TPB.

TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees.

Interested parties were able to submit a comment through four different platforms, the options and the number of comments received via each platform is shown in Table 1.

Table 1 Platforms for Comments and Number of Comments Received

<i>Platforms for commenting</i>	<i>Number of Comments Received by platform</i>
<i>Sending email to tpbcomment@mwcog.org</i>	163
<i>Writing to the TPB Chair at TPB</i>	0
<i>Using the form online at mwcog.org/tpbcomment</i>	65
<i>Calling the TPB Public Comment Line at 202-962-3262 and leaving a 3-minute voice mail.</i>	1

The TPB staff received emails/letters from several individuals. The TPB staff also received letters from the following government officials, TPB Community Advisory Committee members, and other organizations as listed below:

- Prince George's County, County Council Member, Danielle Glaros (TPB Board Member)
- The City of Rockville, MD, Bridget Donnell Newton Mayor (TPB Board Member)
- Nancy Abeles, Bethesda, MD (CAC member)
- Eyal Li of Takoma Park, MD (CAC member)
- Arlington Chamber of Commerce
- Citizens Against Beltway Expansion
- Coalition for Smarter Growth
- Greater Washington Partnership
- Northern Virginia Transportation Alliance
- Southern Environmental Law Center
- Washington Area Bicyclist Association

This memorandum provides a summary of the comments in two sections, a section that summarizes and provides examples of general themes and topics, and a section on project-specific comments. Where examples of specific comments are provided, minor editorial corrections have been made without changing the meaning of the comment. Acknowledgements and clarifications from TPB staff and the transportation agencies are provided as responses to these summarized comments.

GENERAL COMMENTS AND THEMES/TOPICS

Topic 1: The draft project does not meet the region's climate goals [145 Comments]

TPB staff received 142 comments stating that the draft list of projects submitted to the TPB would not achieve the region's adopted greenhouse gas reduction targets. Within these comments, people are requesting the TPB to fix the current draft list to meet the region's climate goals.

Comment: "We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region's adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction's representative at the TPB to fight for these options:

- 1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year
- 2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.”

TPB Staff Response: The TPB agrees that the region should enhance and expediate its efforts to implement transportation projects, programs and policies to effectively mitigate and adapt to climate change.

In 2010, the TPB joined MWCOG's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two major climate change focused studies to evaluate strategies to address these targets, including the What Would It Take analysis and the Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals.

The TPB has adopted a comprehensive set of multi-modal goals and objectives to support the socioeconomic and environmental development of the National Capital Region. These represent the policy element of its long range transportation plan (Visualize 2045) and are explicitly documented in the TPB's policy documents: the TPB Vision, Region Forward, Regional Transportation Priority Plan and TPB Aspirational Initiatives. Climate change and equity are important elements of the TPB's policy priorities.

The solicitation of inputs to update Visualize 2045 explicitly notes the above policy documents and calls for projects, programs and policies proposed to be added to the long-range plan to be consistent with and advance these policy goals and priorities. Visualize 2045 projects and programs generally advance/support the policy goals and priorities; some projects focus on reducing congestion, others on adding travel options (transit, ridesharing, walk/bike), others to improve roadway safety and others support freight movement.

Overall, each successive update / amendment to the region's long range transportation plan has resulted in reduced growth in congestion, reduced growth in vehicle mile traveled and emissions of pollutants, improved mobility, and accessibility, while accommodating considerable growth in population and employment, as reported in the performance analysis of Visualize 2045. Yet these improvements fall short of the goals the TPB has adopted for roadway safety, mobility/accessibility, and climate change. The progress anticipated in Visualize 2045 also falls short of the timeframe to achieving some of these goals (such as for safety, equity, and climate change).

The TPB periodically conducts scenario studies reimagining future land use, travel demand, transportation projects, programs, and policies and fuel type to serve as alternatives to its official long-range transportation plan. One of the purposes of these studies is to help inform transportation investment decisions being made at local, sub-regional and state levels. The most recent scenario analysis was the 2018 Long-Range Transportation Plan Task Force's ten alternative scenarios, five of which have now been adopted as Aspirational initiatives. The official long range transportation plan, however, per United States (U.S.) Environmental Protection Agency (EPA) and the U.S Department of Transportation (USDOT), must be based on officially adopted land use and transportation project investments and policy decisions.

The TPB manages a program called Transportation and Land Use Connections that helps to fund the study and design of local streets projects that meet criteria based on TPB's goals. Most local streets projects are not reflected in the air quality conformity analysis due to the specific technical requirements of what should be included in the analysis.

Topic 2: Opposition to highway expansion and road widening [24 comments]

The TPB staff received 24 comments explicitly opposing any road widening and high expansion projects. Within this category, people expressed opposition to highway expansion and road widening for the following reasons:

Comment 1) Highway expansion comes with negative environmental impacts.

Example: "Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of greenhouse gasses which diminish air quality, and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area....as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers."

Comment 2) The road-widening projects do not solve the problem of traffic congestion and increases pollution.

Example: "The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars, you are making travel more expensive

for everyone in the region.”

Comment 3) Highway expansion and road widening projects remove attention from funding public transportation.

Example: “In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Vision 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies.

Topic 3: Prioritize investments in sustainable transportation options [19 comments]

The TPB staff received 18 comments asking the board to prioritize funding for sustainable projects. Within this topic, people expressed the following issues:

Comment 1) Incentivize people to choose sustainable transportation by increasing funding for public transportation.

Example: “I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.”

Comment 2) Invest in roads that are environmentally friendly and that increase the safety of pedestrians and bicyclists.

Example: “Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see every day how much more money needs to be spent in our area to ensure safety for walkers and bikers.”

Comment 3) Invest in local projects that create more walkable, transit-oriented communities.

Example: “Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies.

Topic 4: Strategic road projects will bring balance to the plan and benefits during/post pandemic [6 comments]

The TPB staff received 6 comments in support of road widening projects in the draft project list. The support behind these projects expressed in the comments includes the following:

Comment 1) Population growth increases the need for more road infrastructure

Example: “For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.”

Comment 2) Road projects are needed to travel during and post pandemic.

Example: “The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The “building roads creates congestion” assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan.”

Comment 3: Removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT.

Example: “As we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid “quick fixes” that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite. In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies.

Topic 5: Equity and Climate Change [5 comments]

The TPB staff received 5 comments specifically asking the TPB to consider equity and climate change as they approve the draft project list.

Example: “This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated, and course corrected.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies.

PROJECT-SPECIFIC COMMENTS AND RESPONSES

Public comments were received that focused on specific projects. TPB staff have reviewed each comment and summarized their main points in this memorandum. For public comments that are project-specific in nature, the implementing agencies have provided responses in the form of acknowledgements of clarifications. Additionally, the Coalition for Smarter Growth included a list of project specific recommendations in its letter, to view that set of project-specific comments, please view the letter that is in the compilation in Appendix A to this memorandum. Section L includes a series of other non-project specific comments on the plan development process and inputs, and other project concepts for consideration.

Comments on specific projects that are existing or proposed as technical inputs:

- A. Maryland Traffic Relief Plan I-270/I-495
- B. MD-97 Georgia Avenue, MD83 Mid-County Highway extension and Montrose Expressway
- C. Maryland Bus Rapid Transit Projects)
- D. Governor Harry Nice Bridge
- E. US Route 15
- F. Northstar Boulevard
- G. Route 28 corridor /Manassas Bypass
- H. Long Bridge Rail
- I. VRE 3rd and 4th Track projects
- J. Metro Silver Line
- K. Crystal City Transitway
- L. Other Comments

PROJECT-SPECIFIC PUBLIC COMMENTS

Projects in Maryland:

A. The Maryland Traffic Relief Plan Projects on I-270 and I-495 [7 comments]

The TPB staff received seven comments on MDOT's Maryland Traffic Relief Plan, which includes projects on I-270 and I-495. This project is already in the plan, for this update, MDOT has proposed changes on the projects. The following is a summary of those comments:

1. **Comment:** This project should not move on to the predevelopment phase prior to completion of the Environmental Impact Statement.

Response from the Maryland Department of Transportation (MDOT): Predevelopment work generally references the phase of preliminary design of a project between the origination of the concept and the initiation of final design and construction. It is the period of gathering information, exploring options, minimizing impacts, eliminating and reducing risks, and making decisions around the definition of the project. The predevelopment work involves, in large part, developing a financially feasible project in collaboration with all parties and stakeholders. The predevelopment work will develop a project that is bankable, can obtain debt financing, and can reach close of finance. This preliminary design work supports the completion of the Environmental Impact Statement and Record of Decision to authorize the final design and construction.

2. **Comment:** The proposed additional lanes will increase traffic and greenhouse gas emissions and will contribute to an increase in climate change.

Response from MDOT: Regional vehicle miles traveled (VMT) is anticipated to increase between now and 2045 (consistent with national and local trends over the last several decades). The results from the Metropolitan Washington Council of Governments (MWCOC) model show that there would only be expected to be a slight increase (less than one percent) in VMT in the future years with the addition of high-occupancy toll (HOT) lanes. Additionally, the new HOT lanes will reduce travel times on the Interstate for everyone, allow free usage of vehicles with three or more people, provide new opportunities for reliable suburban transit through express bus connecting people with activity centers,

and reduce traffic delays on local roads. Provisions for carpools and transit will also incentivize drivers to shift to carpools and transit rather than single-occupancy vehicles. Our studies have shown that person throughput increases up to 50 percent on sections of the Interstate during the peak hours.

The results of an air quality analysis completed show a decrease in both Mobile Source Air Toxics (MSAT) and Greenhouse Gas (GHG) emissions in the design year (2040) compared to existing conditions. This is a result of the changeover in fuels and vehicle mix in the future year. More fuel-efficient vehicles and cleaner fuel mixes cause a decline in emissions even as VMT would be expected to increase very slightly. Electric vehicles are accounted for as a fuel type in the air quality model and are factored into the analysis. The results of a quantitative GHG analysis showed a slight increase in GHG emissions from the build alternatives compared to the no-build alternative attributable to the very slight increase in VMT in the design year. However, the build alternatives would result in less GHG emissions compared to existing conditions.

Maryland is committed to reducing GHG and to preparing our State for the impacts of climate change. The Maryland Commission on Climate Change (MCCC) and its Mitigation Working Group (MWG) have demonstrated that commitment by working collaboratively with experts and stakeholders across State and local agencies, environmental, non-profit and academic institutions. The resulting body of work quantifies baseline GHG emissions by sector to understand the impacts that specific plans, policies, and programs will have on future emissions economy-wide. Statewide analyses do not indicate that the HOT lanes will impede Maryland's ability to meet our GHG emission reduction goals. In fact, the Greenhouse Gas Reduction Act (GGRA) Plan documents Maryland's existing and future emissions reductions under several scenarios, all of which include this project. The document illustrates that Maryland will not only meet the 40% by 2030 goal, but that we are dedicated to working together to exceed that goal and to strive for a 50% reduction by 2030.

MDOT continues to be an active partner in the MCCC and Maryland's GHG reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the MWG to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.

- 3. Comment:** The need for this project should be re-evaluated given the potential shift in travel and commuting patterns following the pandemic.

Response from MDOT: The current traffic conditions associated with the COVID-19 pandemic are anticipated to be temporary, as compared with the ultimate 2045 design year long-term traffic which the high-occupancy toll (HOT) lanes are required to be designed to accommodate. MDOT has closely monitored traffic patterns and traffic projections throughout the pandemic and daily traffic volumes have already recovered to 85% to 90% of pre-COVID levels. Traffic volumes are anticipated to return to pre-COVID levels before the time the HOT lanes are operational.

It is also important to note that I-495 was at or over capacity since the late 1980s during peak hours and I-270 was at or over capacity since the late 1990s during the peak hours. As the years have gone by, those hours of peak congestion on I-495 and I-270 have increased to 10 and 7 hours, respectively. These conditions are expected to return before the time the HOT lanes are operational, and hours of

congestion will only grow with a projected 1.3 million more people and nearly 1 million more jobs in the National Capital Region by 2045.

B. MD-97 Georgia Avenue, MD 83 Mid-County Highway extension and building the Montrose Expressway East. [2 comments]

The TPB staff received one comment on Georgia Avenue and the MD 83 Mid-County Highway and two comments regarding the Montrose Expressway. The following is a summary of those comments:

1. **Comment:** These proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed.

MDOT Response: The MD 97 (Georgia Ave) project will not be widening to 8 lanes; it will be removing the center reversible lane and replacing it with a median and dedicated left turn lanes at specific locations. This project will make safety and accessibility improvements to MD 97 in Montgomery Hills for all users, including a dedicated 2-way cycle track for bicyclists. (The change to 8 lanes for the project was an error, and the LRTP and TIP inputs will be updated to reflect the accurate project details which at its widest is 7 lanes.)

Montgomery County DOT Response: Response: Both Mid-County Highway Extension and Montrose Parkway East are projects in Montgomery County Master Plans of Highways and Transitways and are included in several area master plans to accommodate population and employment growth projected in master plans and also to relieve congestion in the future. Current County planning has changed to an emphasis on complete communities and complete streets, Vision Zero and expansion of the role of public transportation. In addition, the County has developed a draft Climate Action Plan (CAP) that outlines actions needed to meet our greenhouse gas emission goals. As such, the County is reevaluating both of these projects and will not be advancing them in the proposed Transportation Improvement Program.

C. Maryland Bus Rapid Transit Projects [2 comments]

The TPB staff received one comment on two BRT projects on the roadways MD 355 and US-29.

1. **Comment:** Two particularly valuable projects being planned that I hope will proceed are: BRT on MD 355 (CE3424), and BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

MDOT Response: Additional information from MDOT (with attached map): The Central Maryland Regional Transit Plan (CMRTP, published October 2020) does identify transit service along the US 29 corridor as one of the 'Early Opportunity' Regional Transit Corridors (#27 Ellicott City to Silver Spring which starts in Howard county and ends in Montgomery county.)

Montgomery County Response: Response: The County shares the commenter's emphasis on the importance of building out the BRT network in the County. This network includes the recently opened US 29 Flash as well as the MD355 BRT. The County is advancing both projects in the coming year with

funding for preliminary engineering and design. The County has been in discussions with Howard County and MDOT on BRT service along US 29 to Howard County.

D. Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge on US 301
[1 comment]

The TPB staff received one comment on Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge encouraging inclusion of a dedicated lane and one comment suggesting that all planned bridges should have pedestrian and bicycle facilities.

1. **Comment:** The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

MDOT Response: The Maryland Transportation Authority (MDTA) provided several project updates to the Transportation Planning Board (TPB) in 2019, informing the Board of MDTA’s plans to leverage a bid alternative process evaluating two options: 1) for a barrier separated shared use lane, and 2) for a lane sharing concept for bikes to share the right travel lane with other vehicles. On November 21, 2019, the MDTA Board voted and selected the bicycle lane sharing concept for the new bridge. Final design for the new bridge with the lane sharing concept commenced in January 2020, and construction started in July 2020 for the fully developed bicycle lane sharing design. The MDTA is no longer considering a barrier separated shared use lane for the Nice/Middleton Bridge.

PROJECTS IN VIRGINIA

E. U.S. Route 15 (US 15) [3 comments]

The TPB staff received three sets of comments on US 15, two comments that expressed concerns about project impacts and one comment that supported the project. The following is a summary of those comments:

1. **Comment:** These projects will create induced demand and encourage poor land use development.

Response from Loudoun County: Travel on Route 15, or that more people will travel on Route 15 in the future just because of the proposed improvements.

The project scope includes:

- Widen Route 15 to a rural four-lane median divided cross section from Battlefield Parkway to Montresor Road.
- a signalized Continuous Green “T” (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping.
- an updated signalized intersection at Whites Ferry Road.
- a two-lane hybrid roundabout at Montresor Road.
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout.
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road.
- a shared use path along the entire length of Whites Ferry Road

The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

Loudoun County's zoning ordinance and land development regulations do not allow poor land use development. The County's Zoning Ordinance was revised in 2016 to assign the majority of the Route 15 north corridor the Agricultural Rural-1 (AR-1) zoning district which limits development in the area. The corridor was also designated as the Limestone Overlay District, which has development regulations.

On February 2, 2021 The Loudoun Board of Supervisors unanimously endorsed the proposed location and major design elements of the Route 15 – Battlefield Parkway to Montresor Road widening project and directed staff to proceed with the completion of the final design and construction documents. More information about this project can be found at: [Route 15 North Widening: Battlefield Pkwy. to Montresor Rd. | Loudoun County, VA - Official Website](#)

Response from the Virginia Department of Transportation (VDOT): The purpose of the project is to improve safety and operations in this highly congested section of Route 15. As a result of the limited project scope and the applicable land use policies for this area in the comprehensive plan, as well as applicable design standards related to the Journey Through Hallowed Ground the project will not result in induced demand or “poor land use development” within this segment of Route 15 as indicated in the County's response above.

2. **Comment:** The need for widening US 15 should be re-evaluated given the potential shift in travel, commuting, and teleworking patterns following the pandemic.

Response from Loudoun County: Travel surveys have shown that the traffic on most roads have returned to about 80% of pre-Pandemic traffic. Traffic shifts have occurred primarily in the time of day that trips are occurring. This is subject to change as the Country moves into the fall, schools are open and more return to work. Teleworking a few days, a week is likely to continue as an option for the next year or more. When the nation recovers from the COVID pandemic, traffic patterns may return to normal, pre-pandemic levels.

Response from VDOT: The County and the region as a whole are monitoring traffic volumes and patterns during the pandemic and impacts to the future volumes during post pandemic conditions and will be able to make adjustments if needed.

3. **Comment:** The US 15 will reduce congestion and travel times. Projects should include non-motorized travel components wherever feasible.

Response from Loudoun County: A shared use path is proposed on the west side of Route 15 from Tuscarora High School to Montresor Road; a shared use path is proposed along the entire length of Whites Ferry Road

Response from VDOT: The purpose of the project is to improve safety and operations. As indicated in the County's response above, a shared use path is proposed on Route 15 and along White's Ferry Road to accommodate bicycle/pedestrian mobility wherever feasible. The project is part of the County's Comprehensive plan and needed to improve multimodal continuity and connectivity within the area.

4. **Comment:** This project should be replaced with an approach that manages traffic flow on US 15 with traffic-calming improvements and roundabouts.

Response from Loudoun County: The project scope includes:

- a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping
- an updated signalized intersection at Whites Ferry Road
- a two-lane hybrid roundabout at Montresor Road
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road
- a shared use path along the entire length of Whites Ferry Road

Additionally, Loudoun County has a separate project that is currently in design for a roundabout at Spinks Ferry Road and realigned Newvalley Church Road.

Response from VDOT: Please note the County's response indicating use of innovative intersections and roundabout in the project area.

5. **Comment:** Scenic byways like US 15 should be preserved, not widened, to minimize increases in auto emissions and damage to ecological health.

Response from Loudoun County: The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

Response from VDOT: Under the current conditions, even a minor crash results in road closures, gridlock, additional time for emergency response and longer detours which adds to increased emissions. The purpose of the project is to provide safety and operational improvements to alleviate these conditions while following context sensitive design standards.

F. Northstar Boulevard [1 comment]

The TPB staff received one comment on Northstar Boulevard.

1. **Comment:** This project would encourage development of an outer beltway and should be replaced with one that serves as a local collector and features a low-speed design with traffic calming elements.

Response from Loudoun County: There are two Phases of this Project:

Phase 1: Northstar Boulevard: Shreveport Drive (now called Evergreen Mills Road) to Route 50 - This project will design and construct a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road to U.S. Route 50. The project scope includes a 10-foot-wide shared use path on both sides of the roadway and a traffic signal at Route 50. At the northern end of the project, a new bridge will carry Northstar Boulevard over North Fork Broad Run. Arcola Mills Drive will then be realigned to the south to intersect with Northstar Boulevard. In conjunction with new construction, the project will improve two intersections:

- The intersection at Youngwood Lane will be realigned from its existing intersection with Racefield Lane to a new connection with Northstar Boulevard. This new connection will become the western end of the planned Dulles West Boulevard.
- Racefield Lane will be reconstructed and widened, and it will become the primary access point to the Virginia Department of Transportation (VDOT) Arcola Area Headquarters.

Once constructed, the new 1.6-mile segment of Northstar Boulevard will serve as a minor arterial roadway from John Mosby Highway (Route 50) to Evergreen Mills Road.

Phase 2: Northstar Boulevard: Route 50 to Tall Cedars Parkway - This project provides for the construction of a segment of Northstar Boulevard, a minor arterial roadway, from John Mosby Highway (Route 50) to Tall Cedars Parkway. The plans include the construction of a new signalized intersection on Route 50 located near the Virginia Department of Transportation's Arcola maintenance area headquarters. When completed, this segment of Northstar Boulevard will provide an alternative north/south connection to Route 50, improving capacity and safety on existing roadway networks within the Dulles South area.

Response from VDOT: The roadway is not planned to be designed or operated as an outer bypass. The Loudoun County Comprehensive Plan classifies it as a minor arterial. The road is needed to accommodate north-south travel movements within the County.

G. Route 28/The Manassas Bypass/Nokesville Rd/Godwin Drive [2 comments]

The TPB staff received 3 sets of comments regarding these projects and roadways. The following is a summary of those comments:

- 1. Comment:** This project would encourage development of an outer beltway and negatively impact the Manassas National Battlefield Park.

Response from Prince William County: The Manassas Battlefield Bypass Project - CE3061 was initially submitted to the Transportation Planning Board for inclusion to the Constrained Long Range Plan by the Federal Highway Administration. This area was evaluated as part of the Bi-County Parkway (Formally Tri-County Parkway) Location Study completed in 2005. The study included the completion of a National Environmental Policy Act-NEPA Draft Environmental Impact Statement (EIS). The NEPA study evaluated potential environmental impacts and included coordination with the Manassas National Battlefield Park.

Response from VDOT: The Manassas National Battlefield Park (MNBP) Bypass would allow for the closure of the portions of Route 29 and Route 234, which currently bisect the MNBP. The MNBP Bypass will assist in preserving the park by removing commuter traffic passing through the park. The commuter traffic is unrelated to the park function and creates negative environmental impacts on the park. The MNBP study was prepared by the National Park Service, pursuant to specific federal legislation intended to protect the park. (including the Manassas National Battlefield Amendments of 1980 (P.L.96-442§2(c)), and . PL 100-647§10004, which authorized a study regarding "the relocation of highways (known as US 29 and SR 234) in and in the vicinity of" the park.

- 2. Comment:** The Manassas Bypass project will have significant negative environmental, historic, and equity impacts.



Response from Prince William County: The Manassas Bypass - VA-234 Bypass - CE1897 (Bi-County Parkway) project is not currently in the Prince William County Comprehensive Plan. Prince William County is in the process of updating the Comprehensive Plan which includes evaluating various improvements throughout the County. The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) completed a National Environmental Policy Act (NEPA) for the Manassas Bypass - VA-234 Bypass (Bi-County Parkway). The NEPA Study has detailed information on potential impacts as it relates to the environment and cultural resources.

Response from VDOT: The Bypass is in the approved Air Quality Conformity Analysis with a 2040 completion date. The project addresses a lack of north-south routes connecting western Prince William County and the Dulles Corridor. An updated environmental document will be needed before the project moves forward. This will provide a further opportunity to evaluate any impacts and identify mitigation actions if needed.

3. **Comment:** Improvements to the existing Virginia Route 28 corridor should be prioritized over building the Manassas Bypass.

Response from Prince William County: Prince William County is in the process of updating the Prince William County Comprehensive Plan which includes evaluating additional improvements along the Route 28 Corridor.

Response from VDOT: VDOT recently completed a study to identify potential safety and operational improvements to the existing Route 28 corridor.

Manassas Bypass (Bi-County Parkway) and Manassas Battlefield Bypass were included as part of a National Environmental Policy Act (NEPA) and a (Draft Environmental Impact Statement (DEIS) that was completed in 2005, information about those analysis can be found at:

- http://www.virginiadot.org/projects/resources/NorthernVirginia/Bi_County/BCP_Brochure_Oct13CIMS_Web.pdf
- http://www.virginiadot.org/projects/resources/Tri-County_DEIS_031605_with_FHWA_Signature.pdf

H. Long Bridge [1 comment]

The TPB staff received one comment on the Virginia Department of Rail and Public Transportation (DRPT) Long Bridge Project.

1. **Comment:** Support the Long Bridge Railroad Crossing project as it will alleviate a critical bottleneck and allow for significantly expanded commuter/passenger rail service.

Response from TPB Staff: This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

I. VRE 3rd and 4th Track Projects [1 comment]

- 1. Comment:** The VRE 3rd and 4th Trak projects will provide much-needed capacity on these commuter rail routes.

Response from TPB Staff: This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

J. Metro Silver Line [1 comment]

- 1. Comment:** The Metro Silver Line – Phase 2 will provide a vital multimodal link in the region and remove congestion on travel routes to and from Dulles Airport.

Response from TPB Staff: This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

K. Crystal Cities Transitway [1 comment]

The TPB staff received one comment on the Crystal Cities Transitway.

- 1. Comment:** The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs.

TPB Staff Response: This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

L. Other

The TPB staff received several other comments related the plan development process, inputs and projects that are not in the plan at this time.

- 1. Comment:** The analysis of the plan should use reflect the increases in telework since the pandemic began.

TPB Staff response: The current, adopted, production-use TPB travel demand forecasting model (Gen2/Ver. 2.3.78) was calibrated and validated to year-2007 conditions (using the 2007/2008 COG Household Travel Survey and other data sets) and validated to year 2010 and 2014 conditions. Documentation can be found on our Model Documentation web page (<https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>). The Gen2/Ver. 2.3.78 Travel Model is an aggregate, trip-based model, sometimes known as a four-step model (FSM). Such models typically do not have telecommuting sub-models, and that is also the case for the Ver. 2.3.78 Model. This means that telecommuting is not explicitly accounted for in our model, but it is implicitly accounted for, in the sense that the year-2007 data used for model calibration had some level of telecommuting present in the data. Similarly, the model validation to year-2010 and 2014 conditions means that it was able to represent travel patterns in those years with the associated levels of telecommuting that existed in those years. We have, in the past, done a rough off-line estimate of the impacts of telecommuting on emissions, and the impacts produce a reduction in the levels of emissions in the region. So, although no model is able to replicate real world conditions with 100% fidelity, our travel model actually somewhat overestimates vehicle travel since it only partially reflects the reduced vehicle miles travelled (VMT) associated with telecommuting. As we mentioned

earlier, we are currently updating our travel model to include an explicit telecommute sub-model, but that model will not be available for the analysis of the 2022 Update to Visualize 2045.

2. Comment: There were 4 comments on a concept called the Capital Regional Rail Vision.

Comment: Include the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045, and support the Capital Regional Rail Vision:

TPB Staff Response: While there is not a project in the plan called the Capital Regional Rail Vision, some components of this vision plan refer to infrastructure or services of TPB member agencies. This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

Virginia Railway Express Response: VRE's long-range System Plan 2040, adopted by the VRE Operations Board in 2014, does not identify run-through service to Maryland among planned VRE service improvements. VRE will update its System Plan in the coming year and will give consideration to recommendations for run-through service, as outlined in the Capital Region Rail Vision plan, in the update of the plan. Inclusion, at this time, of a project in Visualize 2045 that identifies VRE run-through service to Maryland would be inconsistent with VRE's currently adopted System Plan.

3. Comment: Projects for planned bridges without bicycle facilities should add bicycle facilities:

TPB Staff Response: This comment has been shared with the members of the Transportation Planning Board and their technical agencies.

4. Comment: on the US 1, Richmond Highway, Expansion Project

There was one comment on the US Richmond Highway

1. The comment identified a technical error in the US 1 Expansion Project 3180 and details and noted that if VDOT is not planning to add vehicle capacity over the for the state to consider adding a VRE/Amtrak rail bridge over the Occoquan or a dedicated bus transit bridge with bike/ped over the Occoquan.

TPB Staff Response: This comment has been shared with the members of the Transportation Planning Board and their technical agencies. A technical correction has been made by TPB staff for project CE3180 in the conformity tables.

Appendix A

**Information to support board action
on Visualize 2045:**

Comment Period and Inter-agency Review Packet

Letters and Compilation of Comments Received



Draft - March 2022

PRINCE GEORGE'S COUNTY COUNCIL

Dannielle M. Glaros

Council Member

Council District 3

(301) 952-3060

May 3, 2021

Together Strengthening Our Community

Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
Via email to: TPBComment@mwkog.org

Re: Visualize 2045 2021 Public Comment

Dear Chair Allen,

Thank you to the Transportation Planning Board members and MWCOG staff for your hard work on the update to the long-range transportation plan, Visualize 2045.

I'm writing today to urge the inclusion of the regional rail through train operations, outlined in the Capital Region Rail Vision report, into Visualize 2045. I was proud to sit on the steering committee for this work. This project should be included as part of the financially constrained element and as an input for the Air Quality Conformity analysis. Details of the Greater Washington Partnerships' Capital Region Rail Vision report of December 2020 can be found at: https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report_Final.pdf.

I believe this project fits the criteria for the financially constrained element because there are strong opportunities for federal funding for this plan given President Biden's focus on infrastructure. In fact, this is a crucial time for funding because the Capital Region Rail Vision report indicates that decisions made in the next five years, "will determine whether a more coordinated, integrated regional rail network continues as a viable possibility or remains a missed opportunity."

This project will also influence air quality. The Capital Region Rail Vision report outlines the benefits of this project, including a significant increase in the use of transit over vehicles. This would have a dramatic effect on air quality. For example, in the section, "Benefits by Geography," the Capital Region Rail Vision report estimates that implementation of the plan will increase total weekday am trips on transit by 250% between New Carrollton and Crystal City alone. Without investments like this to streamline transit, congestion will continue to grow in this region along the Beltway.

Again, I strongly recommend the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045. The time is now to chart the future of our region and achieve a more connected and economically-sustainable transportation system.

Together Strengthening Our Community,

Dannielle M. Glaros



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MAYOR
Bridget Donnell Newton

COUNCIL
Monique Ashton
Beryl L. Feinberg
David Myles
Mark Pierzchala

CITY MANAGER
Robert DiSpirito

CITY CLERK/DIRECTOR OF
COUNCIL OPERATIONS
Sara Taylor-Ferrell

ACTING CITY ATTORNEY
Cynthia Walters

April 30, 2021

Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Chair Allen and Members of the Board

Thank you and the National Capital Region Transportation Planning Board (TPB) for your diligent efforts to update the Region's long-range transportation plan, Visualize 2045. We appreciate the opportunity to provide comments on the projects listed under this plan.

This letter provides the City of Rockville's specific concerns regarding the I-270 and I-495 Traffic Relief Plan P3 – a plan which was to “consider transformative solutions” for users “including improvements to highways and transit.” This plan would convert the existing HOV lanes to HOT and add one (1) managed lane in each direction. Vehicles with three (3) or more people would travel free – a change from the current requirement of two (2) people. Additionally, MDOT's preferred alternative might require the State to provide a subsidy of up to \$482 million to the P3 contractor and \$50 million for predevelopment costs if the project doesn't move forward as planned. According to recent findings, taxpayers may be on the hook for up to \$2 billion to move existing water and sewer lines along I-270. Consequently, we join the entire Montgomery County Council in our support of MDOT's No-Build Alternative (which still provides for multiple highway improvements) and urge you to do the same for the following reasons:

The TPB has been a champion when it comes to air quality and has made much needed progress in this area in recent years. TPB's Vision Goal #5 is to plan and develop a “transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.” The proposal for I-270 is tone-deaf to environmental justice concerns and will cause further degradation of our efforts to reach the Washington Metropolitan Region's Council of Governments unanimously approved 2030 Climate Resiliency goals. According to the International Panel of Climate Change, GHG (global greenhouse gas emissions) must be reduced by at least 45% between 2010 and 2030 and reach carbon neutrality by 2050. The proposal is also inadequate in addressing environmental impacts to Rockville's natural resources and related systems, including critically important stormwater management, parks and open space and the Watts Branch, Rock Creek and Cabin John Creek watersheds – all of which are part of the greater Potomac River Basin which itself drains into the Chesapeake Bay

The Draft Environmental Impact Statement (DEIS) was begun prior to the COVID 19 pandemic, which has resulted in radical changes in daily lifestyles, commuting patterns and telework opportunities. The move to approve any portion of this P3 prior to a new DEIS being approved is unthinkable. Rockville and the County question the validity of the outdated Travel Demand Model used to project 2040 travel volumes and patterns. The wide acceptance of teleworking and extensive use of virtual

Chair Charles Allen and Members of the Transportation Planning Board
April 30, 2021
Page Two

meetings suggests that travel models must be revised taking into consideration these changes in order to accurately project future demand.

Goal # 4 of TPB's strategies is to support Regional, State and Federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures. This project clearly lacks the application of any significant transit option.

Similarly, the proposal ignores social justice concerns. TPB's vision goal #1 is for the region's transportation system to provide reasonable access at reasonable cost to everyone in the region. The proposed tolls will be unsustainable for those who have moved outside the Beltway to find more affordable homes. The exorbitant cost of tolls at peak periods, which are expected to be \$2 per mile for a 25-mile stretch during rush hour, and an average of \$0.77 per mile for other times, is simply unaffordable for most regional commuters. This does not support social equity, as required by NEPA, and is totally unacceptable.

The focus on increasing capacity in the southern portion before fixing north I-270 is equally concerning as currently there are only two lanes in each direction between I-370 and Frederick. The daily bottleneck is a result of that choke point, and adding capacity on the northern part of the highway should be the first priority of any future project to address congestion. A 2001MWCOC study showed that by 1999, traffic counts along the I-270 exceeded those predicted for 2010 and traffic congestion had already returned to unacceptable levels. What's going to be different this time?

There are nine City of Rockville neighborhoods abutting I-270, along with Julius West Middle School, Rockville Nursing Home, First Baptist Church of Rockville, Rockville Christian Church, and the Wee Center, a children's early learning program. Three of our bridges span I-270 and the traffic impacts caused by reconstruction and congestion will be monumental. The plan to convert Wootton Parkway and Gude Drive to toll lane access roads will further impact our residents with additional noise and air pollution, and will be hazardous to those who use our bike/pedestrian paths, which run adjacent to these roads. Wootton Parkway and Gude Drive are already overburdened and are used as alternative routes to Rockville Pike when there are incidents or congestion on I-270.

Further exacerbating congestion on our local roads, the I-270 managed lanes will function as a "highway within a highway," with no interconnections between managed and free lanes. Cars will have to exit the managed lanes onto local roads, and then take local roads to another ramp to get back on the managed lanes. I-270 will also lose one free lane in each direction, likely sending more drivers onto our roads to escape congestion.

In the City's official comments on the DEIS (attached), submitted in November 2020, we laid out our many concerns about the project and the deficiencies in the DEIS. I refer you to those comments and the accompanying list of 23 specific areas of concern. All of those issues as well as the ones described in this letter to you remain current and unaddressed.

Another TPB Vision Goal (# 7), is to achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted

Chair Charles Allen and Members of the Transportation Planning Board

April 30, 2021

Page Three

Federal, State, and Local Funding. However, this P3 is a fifty-year financial commitment on a massive scale which offers no benefit to anyone except a private entity whose sole responsibility is to their shareholders. This puts all Maryland taxpayers at great risk. The negative impacts to the City of Rockville and Montgomery County residents, as well as regional commuters, must not be overlooked. By considering alternative approaches, such as the monorail and other environmentally sustainable options, together we can find a solution that is environmentally, socially and economically viable.

We respectfully request your strong support in removing this project from those listed under the Maryland Major Highways in the Visualize 2045 Plan, and we pledge to work together with you to find a more environmental, equitable and sustainable solution to the Region's traffic congestion along the I-270 and 495 corridors

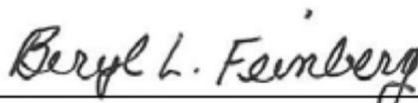
Sincerely,



Bridget Donnell Newton
Mayor



Monique Ashton, Councilmember



Beryl L. Feinberg, Councilmember



David Myles, Councilmember



Mark Pierzchala, Councilmember

And Councilmembers Ashton, Feinberg, Myles and Pierzchala.

cc:

Senator Benjamin Cardin
Senator Christopher Van Hollen
Congressman David Trone
Congressman Jamie Raskin
Congressman Anthony Brown
District 17 Delegation
Montgomery County Council President and Councilmembers
Montgomery County Executive

May 3, 2021

Mr. Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Council of Governments
777 North Capital Street NE, Suite 300
Washington DC 20002-4239

Re: Visualize 2045 2021 – Comments on MDOT/SHA I-270 and I-95/495 Traffic Relief Plans

Dear Chair Allen,

I write to comment on these tandem plans as a Montgomery County resident who lives near the I-270/495 spur ramps at MD Rte. 355. Also, as immediate past chair, WMCOG TPB CAC, and CAC alternate representative to the Visualize 2045 Aspirations Task Force, as well as a member of multiple local road and transportation project advisories. I have tracked these MDOT projects since their introduction at a local open house.

Our region's need to tackle network congestion is undeniable. Yet we now live in a new world order that will continue to change personal behaviors of all manner. Our new federal administration is concurrently rethinking transportation infrastructure in relation to immediate threats of irreparable environmental and climate damage. We also now acknowledge past faulty transportation strategies, including highway projects that exacerbated racial inequities. COG's recent virtual Town Halls identified our existence in a state of "VUCA", or Volatility, Uncertainty, Complexity, and Ambiguity. In that they fail to truthfully actualize Visualize 2045 Aspirational Initiatives, those same adjectives perfectly describe these projects' vague Visualize 2045 update submissions. My comments track their submissions' goal by Visualize 2045 goal:

Goal 1: Provide a Comprehensive Range of Transportation Options As Kacy Kostiuk, TPB member from Takoma Park, MD pointed out during the TPB's April 21, 2021 meeting, document Table 1 implies the projects are predominantly transit plans. Governor Hogan imposed the projects upon Frederick, Prince George, and Montgomery Counties absent collaboration with their planning agencies or officials. MoCo had a more holistic strategy for congestion remediation: peak time reversible lanes without widening, better multimodal splits and potential TDM management, and complementary, better land-use. Transit was added to MDOT's plan after outrage from MoCo citizens, planners, and officials, who still oppose widening.

Goal 2: Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers Widening impends harm to the major Activity Center Rockville and its local road network, as cited at the TPB by Mayor Bridget Newton. MoCo's regional transportation network has greater need of "infill," as with development buildout, to contain

sprawl. Our Activity Center web needs interstitial bus service to complement densifying areas and serve non-commuter trips in and around “complete communities.” Instead of a widened highway, electric high-frequency bus fleets could less detrimentally bring commuters or travelers to the nearest high-capacity transit station, where infill housing could also maximize transit use.

Phase 2 at Bethesda, where I-270 spurs and I-495 converge at MD 355 and where pillars elevate Metro train tracks, the project is expected to somehow insert a fly ramp as well as additional lanes. Now just lines in a dense flat diagram, absent a full visualization we can only envision a massively obtrusive highway “mixing-bowl” that compounds complicated local road traffic patterns that already imperil driver and ped safety in a constrained segment entering Bethesda, amid vulnerable trees and parkland. (Thus the EIS assures nothing.) If anything, the area needs to blend contiguously with the Rockville Pike Boulevard plan and Bethesda’s CBD, and become walkable and bikeable. A short distance away, Walter Reed cannot relinquish ROW due to Homeland Security. A bit further, Holy Cross Hospital seems already about to topple into the Beltway, and, contiguously, homes will be compromised or condemned.

Economically, Marylanders fear another P3 financial debacle like Purple Line’s. The relocation of inground infrastructure has nether been considered in terms of interruption nor as calculated into the project’s cost outside the P3 paradigm. This poses incalculable risks to peoples’ daily lives, businesses, and wallets.

Goal 3: Ensure Adequate System Maintenance, Preservation, and Safety From an infrastructure standpoint, we can barely perform highway maintenance as it stands, and TPB prioritizes *State of Good Repair* above expansions. The P3 risks cause additional add doubt.

At local presentations, MDOT fudged over the projects’ subsumption of road shoulders, with potential compromise of emergency vehicle access in event of crashes. Speed is emphasized above over safety while crash injuries and fatalities continue to increase here and throughout the nation. With speed and human behavior as primary crash causations, imagine induced volume on more multiple more lanes with proportionately more distracted drivers.

Goal 4: Maximize Operational Effectiveness and Safety of the Transportation System

Planners have other TDM tools in their toolbox to reduce congestion without widening. Moreover, appalled MoCo residents including myself were told by MDOT at a recent virtual update that the managed lanes would be accessible only at intermittent interchanges! Drivers from some highway segments must first travel in opposite direction, in general purpose lanes, then get off and circle back. Or pile onto local roads, overloading those networks. How does that reduce VMT and travel time, on the highway or in surrounding areas? And is not the purpose of a highway to benefit communities that live around it?

Goal 5: Enhance Environmental Quality and Protect Natural and Cultural Resources

Further, as proven fact, additional lanes will cause people to decide to drive more, and to more places. This is equally proven to result in Induced Demand and increased VMT. These facts are

acknowledged by a growing group of state DOTs--but apparently not ours. DOTs like those of Minnesota and California also recognize that EVs will not solve congestion if they recreate or increase volume. This project's DEIs perhaps purposefully excludes these considerations. EPA's 2002 *Guidebook on Induced Demand* states:

"... omission of induced travel demands results in underestimation of highway project costs and impacts..."

and cites (page 16) an earlier MoCo I-270 widening:

"... trip generation projections did not account for the project's effect on induced travel demand... By 1999, traffic counts along the I-270 exceeded those predicted for 2010, and traffic congestion had already returned to unacceptable levels ... In response to public debate surrounding the I-270, the United States Environmental Protection agency requested that induced demand effects be included in future transportation improvement programs (TIPs) and regional plans ..."

These projects will increase emissions rates and elevate pollutant and GHG levels in densely built-out residential communities, including disadvantaged Equity Emphasis areas that are already subject to unfairly unhealthy conditions. Increased air and noise pollution will penetrate well beyond project study lines, as acknowledged by MDOT staff in response to open house questions. As cited by MoCo's planning department, the project will reduce precious, already dwindling urban tree canopy and parkland, increase heat retention, and worsen already problematic storm water runoff--all of which amplify any pollution impacts. Moreover, in line with MDT's "*Under Preparation*" submission response, we fear non-disclosure of full environmental reviews for current or later construction phases of this major project, due to the P3 contract's elongated design/engineering timeline that preclude full and fair NEPA studies.

Goal 6: Support Inter-Regional and International Travel and Commerce This could be supported instead by interjurisdictional BRT and express bus connectivity, on managed but unwidened highway. Meanwhile, in contrast to MDOT's proposed widening, Virginia has positioned a rail plan to increase regional connectivity and grow the regional economy. As cited by VRE Director Jennifer Mitchell in her presentation to TPB, their specific goal is to not add or widen roads, to not increase vehicle volume and congestion.

IN CONCLUSION, especially after regional lessons learned on forecasting and modeling, it seems best to reconsider the relevance and value of these and other LRP constrained projects, and to rethink our foundational local/regional planning paradigm. An opportunity for true innovation, either for immediate and mid-term response to the pandemic and resulting economic conditions, or potentially for long-term depending on outcomes, perhaps transportation planning should follow the VUCA basis of flexibility for resilience. To be able to adapt to our less predictable future and avoid past errors, perhaps our planning paths forward should center around a selection of adaptable scenarios rather than on fixed assumptions and prescriptions.

Thank you for consideration of my comments.

--Nancy Abeles, Bethesda

Dear Chair Allen, Transportation Planning Board Members, and TPB Staff,

Thank you for the opportunity to comment on the draft conformity project list.

As a young adult born and raised in Takoma Park, MD, I am concerned about the planned direction of our region's transportation system. I'm fearful for my safety and that of my friends and family when we walk and bike around the region. When I drive places, I am discouraged by the soul-crushing traffic on our roads. I also feel for members of my extended community who are unable to shoulder the expensive burden of vehicle ownership, but who's mobility is limited by the unsafe or unreliable active and public transportation options available to them. Moreover, lower income families in the region are unable to afford housing in transit and job accessible neighborhoods. Our transportation system acts as a barrier to the many opportunities in our region, and I'd like to see it transformed into a tool that empowers all residents and furthers equity.

Beyond these immediate issues, I'm worried that the long-range plan ignores the reality of the climate crisis that we are facing more and more every year.

I am concerned that the proposed projects for the air quality conformity analysis fail to meet MWCOG's 2030 Climate and Energy Action Plan (CEAP), and **TPB should either fix the draft plan to comply with the CEAP or model a climate-friendly plan that explores alternative projects and policies necessary to meet the urgency of climate change.**

As a member of the TPB's Community Advisory Committee, it is unclear to me how well the public comment materials address public input after comments are reviewed. **Do the draft projects, assumptions to be used in the AQ conformity modeling, and the information provided to the public in response to comments take into account what the public has expressed?** Has TPB shared their intention to solicit informed feedback from the public and stakeholders next year on the update to the draft plan?

These comments cover three main topics – why the TPB should change the plan to reflect COG's climate target, how we can meet this goal, and why if the plan is not changed, the TPB should model a climate friendly scenario in the coming months as an alternative to the existing draft plan.

The “Why”

The current Visualize 2045 plan fails to prioritize comprehensive transportation and land use projects and policies that reduce the region's residents' reliance on automobiles. The current plan is projected to reduce per-capita vehicles miles travelled (VMT) by [3%](#)¹ by 2045. This miniscule reduction in per-capita VMT [prevents us](#)² from [meeting our climate targets](#)³ and leaves many of the benefits of reduced driving on the table, including:

- Reduced air pollution: Federal vehicle emissions standards for criteria pollutants are mileage-based, and unrelated to vehicle fuel economy, so reduced driving per capita will reduce levels of criteria air pollution.
- Improved Traffic Safety: Vehicle crash related fatalities and injuries are closely [correlated with VMT](#)⁴, so higher VMT reductions will reduce traffic injuries and fatalities in line with TPB member jurisdictions' “Vision Zero” goals.

- More efficient use of existing infrastructure: Reduced per-capita VMT will enable the region to absorb the projected population growth without corresponding increases in congestion and traffic delay, reducing the need for costly infrastructure investments.

Electrifying the light duty vehicle fleet will not reduce emissions at the rate needed to meet climate targets, and the policies that will accelerate this technological transition are largely [outside of TPB's control](#)⁵. As written in WMATA's letter to TPB Director Kanti Srikanth on November 9th, 2020:

"TPB does control the collaborative vision for the region's transportation network and the amount of VMT we can tolerate while meeting shared climate goals. We can use the next update of the Visualize 2045 long-range plan to further those outcomes proven to reduce GHGs: expanded access to transit and non-motorized travel options, shifts in travel mode choice, and reduced trip times and trip length achieved through proximity to transit, housing, jobs, and daily needs."

In order to meet our climate goals, and yield the aforementioned co-benefits of reduced miles driven per resident, **TPB must set a absolute VMT reduction goal that will enable us to achieve carbon neutrality by 2050**. I reiterate the demands made by WMATA in the [November 2020 letter](#)⁶ for TPB to (1) evaluate different VMT reduction scenarios, based on the implementation of all or part of the recommendations made in the CEAP, and (2) to develop an approach to incorporate a VMT reduction metric into the long range planning process, project selection, and performance assessment.

The "How"

Adapting Visualize 2045 to meet TPB's climate targets of 50% reductions in GHG emissions below 2005 levels will involve pairing back infrastructure projects that will increase VMT, and doubling down on projects and policies that reduce VMT. We know how to do this.

Building off existing TPB research and evidence from other US metropolitan areas, TPB should plan for the implementation of transportation demand management (TDM) policies, incentivize land use development that meets COG's regional housing targets, and encourage public transit improvements. More on each of these items below.

Transportation Demand Management: There are numerous TDM policies available for TPB to consider that reduce congestion on the region's roads. These would improve the efficiency of the transportation system, while helping to reduce VMT and resulting GHG emissions.

- TPB's [Long Range Plan Task Force Draft Analysis](#)⁷ from November 2017 projected amplified employer-based TDM as a strategy that would reduce daily VMT by 6% and vehicle hours of delay (VHD) by 24% (with a 7% reduction in CO2 emissions).
- Other TDM policies that would reduce VMT and GHG emissions include congestion pricing on individual roads or in select districts, mileage fees, and additional incentives for high occupancy vehicles.
- Another promising TDM approach is repricing transportation by converting fixed and hidden driving costs to variable charges and rebates. These "[non-toll pricing](#)"⁸ policies give commuters the incentive of saving money if they drive less and/or forego a workplace parking benefit. Nationally, this policy bundle was projected to reduce [VMT by 23.2%](#)⁹ by 2030, with a similar percentage reduction in CO2 emissions. This suite of policies includes:
 - o Pay-as-you-drive-and-you-save (PAYDAYS) car insurance

- Parking cash outs
- Variably priced metered parking
- Pricing of off-street parking
- Car sharing
- The conversion of fixed state and local vehicle purchase sales taxes into mileage-based fees designed to raise equivalent revenue

Regional Land Use: Encouraging housing and commercial development on the east side of the region, prioritizing housing growth in neighborhoods near high-capacity public transit stations, meeting affordability goals, and eliminating restrictive zoning regulations would enable the region grow and improve the efficiency of the transportation system, reduce per-capita VMT (and emissions), and redress the history of racist land use development in the region. We can tackle the dual issues of the housing crises and climate change by concentrating development in areas served by high capacity transit, while increasing our commitments to provide affordable housing. Though TPB and Visualize 2045 cannot directly implement these housing policies, they are regional goals that will affect the types of transportation infrastructure investments that are needed, and which are effective or not, and TPB needs to model and evaluate the housing development goals when deciding on projects.

- The 2017 LRPTF draft analysis projected optimizing the East-West land use balance would [reduce per-capita VMT by 6%](#)¹⁰ and reduce VHD by 19%. It was also projected to increase the percentage of jobs accessible by transit or by private automobile by 10%.
- The LRPTF projected that meeting COG's 3 regional housing targets of Amount, Accessibility, and Affordability would [reduce congestion by 20%](#)¹¹ with continued investments in transportation infrastructure and supportive land use policies.
- Eliminating exclusionary zoning in neighborhoods near high-capacity public transit would allow more of the regions residents to live in high opportunity, accessible neighborhoods, and get around without relying on a personal vehicle. These reforms would go lengths to improving [housing affordability](#)¹² and addressing the legacy of segregation and inequity in the region.

Improving Public Transit: Improving transit goes hand in hand with the regional land use and TDM strategies to improve transportation system efficiency, reduce VMT, and GHG emissions. TPB should plan to incorporate more public transit expansions and service in the long range plan. These services include:

- Bus rapid transit (BRT) and transit way projects. Notably, the project list should include the Route 7 BRT project in Virginia.
- The 2017 LRPTF analysis highlights BRT and transit ways, transit rail extensions, and increasing Metro rail core capacity as tactics that reduce VMT while significantly increase job accessibility and shares of households and jobs in high capacity transit zones.

TDM, transit-oriented land use development, and improved transit service all work together to provide residents with more mobility options, improve access to jobs, schools, and other desirable locations, while reducing car dependence, VMT, and GHG emissions.

On the other hand, road widening projects increase VMT, pushing the region out of reach of our climate targets, while exacerbating the inequities and inefficiencies inherent to the auto-oriented transportation system. Transportation experts have [analyzed](#)¹³ how roadway expansions fails to reduce congestion in

the long run, due to the impacts of [induced traffic demand](#)¹⁴, and how regional planning organizations and DOTs often [ignore this relationship](#)¹⁵. The I-495 and I-270 expansion project is [not immune](#)¹⁶ to this, as this exact phenomenon happened after the [1989 expansion of I-270](#)¹⁷. The TPB should downsize or eliminate the road widening projects and specifically the I-495 and I-270 managed lanes project. Adding tolled express lanes is a necessary step to manage congestion, though adding highway capacity will make it difficult if not impossible to meet the climate targets. TPB should encourage the Maryland Department of Transportation State Highway Administration to add toll lanes on existing lanes, instead of adding new lanes.

- While the 2017 LRPTF projected that the construction of an express travel network would reduce VHD by 11%, it would also [increase VMT by <1%](#)¹⁸, though taking into account the impacts of induced travel demand on new highway capacity would likely increase VMT further. TDM and optimizing the regional land use balance would reduce VHD more than the express travel network while also reducing VMT.

The Way Forward

TPB should amend the project list to reflect the necessary constraints demanded of us by the changing climate. If TPB decides not to change the project list, it should model a climate friendly Visualize 2045 plan to adopt in the coming year. TPB has the technical expertise to complete this task, and thanks to the three extra months for federal review and one extra month for air quality conformity analysis included in the 2022 Visualize 2045 update timeline, TPB has the capacity to complete this necessary analysis. TPB also has the options to use COG's climate consulting contract or TPB's climate change study to complete this work. TPB can start by building off the 2030 CEAP mode shift strategies including:

- MTSB - 1 Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel
- MSTB - 2 Bring Jobs and Housing Closer Together
- MSTB - 3 Enhance Options for Commuters

Lastly, the COVID-19 pandemic has changed the world as we know it and transportation models must account for these changes. TPB should amend its *From No Build to All Build* analysis and the Climate-Friendly Plan to reflect realistic assumptions about the transportation system post-pandemic. TPB should model the likely increase in teleworking reflected in the [Voices of the Region survey](#)¹⁹: **"Ninety-one percent of those currently teleworking want to do it in the future"** and the Commuter Connections Employer Telework Survey which showed 57% of respondents wanting to continue teleworking post-pandemic at pandemic levels or more.

I hope that TPB can reform the Visualize 2045 plan to ensure that our region does its part to stem our climate impact, and address the related issues of congestion, traffic safety, and social inequity.

Thank you for your consideration.

Eyal Li

Takoma Park, MD

Eyaldanli97@gmail.com

CAC Member

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May 3, 2020

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chair Allen,

The Arlington Chamber of Commerce encourages the National Capital Region Transportation Planning Board to include cross-river rail service as part of its Visualize 2045 long-range transportation plan. Regional investments are critical to improving the connectivity of the District of Columbia, Maryland, and Virginia, but such direct passenger rail connection is not included in the draft of Visualize 2045.

The current regional rail network connects both Maryland and Virginia with DC, but requires any person traveling between Maryland and Virginia to change between MARC and Virginia Railway Express service, or to connect to Metro. The lack of a seamless connection for rail passengers prevents Greater Washington from enjoying the benefits of a unified rail network, such as facilitating commutes between a home in Maryland and a job in Virginia, or vice versa.

The construction of the new Long Bridge and establishment of the Virginia Passenger Rail Authority expect to expand passenger rail capacity within the Commonwealth and to open opportunity for more connection between Virginia, the District of Columbia, and Maryland. Regional leadership from the Transportation Planning Board can help the region to take advantage of this additional connectivity by including cross river MARC/VRE operation in Visualize 2045.

We thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates
President & CEO

Mr. Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Council of Governments
777 North Capital St. NE, Suite 300
Washington, DC 20002-4239

Dear Chair Allen:

I am writing on behalf of Citizens Against Beltway Expansion, Don'tWiden270.org and the Maplewood Citizens Association to urge the Transportation Planning Board (TPB) to exclude the I-495/I-270 project from its Visualize 2045 update. The plan to add toll lanes to these highways has been rejected by local government planners for Montgomery and Prince George's Counties. Moreover, the proposed project fails to meet a number of the goals set out by the Transportation Planning Board.

The project fails to meet the TPB's Goal 1 to provide a comprehensive range of transportation options.

The Maryland-National Capital Park and Planning Commission does not concur with the proposal by the Maryland Department of Transportation (MDOT) to widen I-495 and I-270. In a recent [letter](#) declaring nonconcurrence, the Commission cited, among other concerns, MDOT's failure to consider transit and an alternative that would divert more traffic to the ICC/MD 200.

The flawed design of the project fails to meet the TPB's Goal 4 to maximize operational effectiveness and safety of the transportation system. MDOT's plan would increase traffic on local roads. The highway design would not allow drivers in the general lanes to transition directly to the toll lanes. Instead, the toll lanes would only be accessible from intermittent ramps on local roads. Drivers in general lanes would have to exit the highways and drive on local roads to access ramps to the toll lanes.

The project fails to meet TPB's Goal 5 to enhance environmental quality and protect natural and cultural resources. Widening the highways would induce more people to drive, providing only temporary relief from congestion. The EPA's 2002 [Guidebook on Induced Travel Demand](#) states that planners in the 1990s did not account for induced demand and presents the last widening of I-270 as a case study of induced demand. The EPA noted that traffic congestion levels that were predicted for 2010 were reached 11 years earlier in 1999. Unfortunately, MDOT has not learned the lesson of the last widening of I-270 and has again failed to account for induced demand and the impact it would have on the I-495/I-270 project. The increase in traffic that would result from adding toll lanes to I-495/I-270 would also increase greenhouse gases and other air pollutants including particulate matter. These emissions would harm the health of those residing in the densely populated communities that border the highways and undermine efforts to reduce global warming.

We urge the Transportation Planning Board to exclude MDOT's proposal to add toll lanes to I-495 and I-270 from the Visualize 2045 update.

Sincerely,

Citizens Against Beltway Expansion
Don'tWiden270.org
Maplewood Citizens Association

To: TPB Public Comment

From: Stewart Schwartz, Executive Director
Bill Pugh, Senior Policy Fellow

Date: May 3, 2021

Re.: Comments on Visualize 2045 Draft Conformity Inputs

TPB Members: the choice to create a better plan and support a livable climate is yours

TPB board members can choose to create a long-range transportation plan that achieves our region's adopted climate targets, serves the region's adopted housing goals, improves the accessibility of jobs and other basic needs, and promotes safer, more sustainable and more affordable travel modes.

Or, TPB board members can choose to adopt a business-as-usual list of projects, model them with outdated travel patterns, fail to help achieve regional climate targets, and make no commitments to travel demand management and land use, found by TPB itself to be the most effective regional transportation solutions.

It is entirely within the power of TPB board members and TPB staff leadership to create a better plan now rather than wait until the next four-year update of Visualize 2045. The world has little time left to rapidly reduce greenhouse gas emissions and prevent global catastrophe.

Transportation is the largest source of emissions in the region, depending on electric vehicles is not enough, and it would be totally unacceptable for the region's planning agencies to adopt a climate action plan and then turn around and draft a transportation plan inconsistent with the climate plan.

It is because of the urgency of the moment and the shortcomings of the current draft plan, that our comments must be particularly pointed at this juncture.

The Coalition for Smarter Growth submits the following comments on the Visualize 2045 draft conformity inputs:

1. **It is unacceptable for TPB to draft a transportation plan that does not commit to the regional climate plan's transportation strategies and emission targets.** The region cannot wait another four years to create a transportation plan that includes strategies to achieve emission targets and that commits to them, given the urgency of the climate crisis. The National Capital Region of the United States has the technical capabilities, talented personnel, and stature to tackle pressing challenges – if this region cannot take decisive action on climate change, then it leaves little hope for much of the rest of the world.

2. **TPB's own climate studies to date and the experience of peer metropolitan areas provide sufficient guidance to create a better Visualize 2045** that achieves necessary reductions in vehicle miles traveled and emissions while improving access to jobs and services and enhancing equity, safety and health.
 - a. TPB's [2018 LRPTF](#) for example, demonstrates ways to address regional travel priorities and reduce driving and emissions, without pursuing a laundry list of destructive highway expansion projects.
 - b. WMATA's [ConnectGreaterWashington study](#) also demonstrates that land use and travel policies combined with a few strategic transit investments and improved station access can significantly reduce VMT and emissions, while improving travel and accessibility across the region.
 - c. See CSG's Report: [Cutting Transportation Emissions by 2030 and Beyond: Smart Land Use and Travel are Essential](#) for examples of other local and national strategies and our recommendations for the region.
3. **The projects and other conformity inputs must be revised so that they are consistent with TPB's own directives, voted 22-0 by the board (with several abstentions) on December 16, 2020.** The current mix of proposed conformity inputs does not meet the TPB's criteria in the Technical Inputs Solicitation that:
 - a. "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and
 - b. Meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045."
4. **TPB and many project sponsors did not provide sufficient information for the current public comment period on the regional policy consistency of most proposed projects.**
 - a. The public comment materials excluded the vast majority of projects (all of those in the previous plan without significant changes) with regard to how they would address important regional policy priorities. These include policy goals like promoting non-SOV travel, reducing VMT, contributing to reductions in greenhouse gas emissions, and serving equity-emphasis areas. For example, of the approximately 100 major projects in Visualize 2045, the public comment materials provided regional policy consistency information for only 4 major projects. TPB staff set a deadline of April 30 for project sponsors to submit this information, at the very end of the public comment period. While the public may not be as interested in receiving this information for the many maintenance or ongoing operations projects included in the conformity inputs, the several hundred highway/road expansion and transit/rail expansion projects carried over the previous plan are certainly of interest in regards to how they support regional and federal policies.

- b. For the relatively small number of projects that did have regional policy factor information in the public comment materials (25 new or significantly changed projects), many of the projects provided incomplete or vague answers with no explanation as to how they promoted non-SOV travel, would reduce VMT, or would contribute to reductions in GHG emissions.
5. **Modeling and evaluating the plan and future no-build condition using telecommuting assumptions from 2014 would be a tremendous missed opportunity and waste of public resources.**
- a. The short Visualize 2045 promotional video shows someone on a video conference meeting, a clear reference to the massive expansion in telecommuting and tele-services that the pandemic accelerated. Yet TPB has proposed modeling and evaluating its projects using 2014 travel habits.
 - b. Use of outdated telework info would falsely inflate the benefits highway agencies claim for many highway and roadway expansion projects that are largely based on the premise of reducing congestion during traditional AM and PM peak commuting hours.
 - c. Telework was steadily rising even before the pandemic. The [2019 State of the Commute Survey](#), showed that 35% of regional commuters in 2019 teleworked at least occasionally, up from 27% in 2013 and 25% in 2010. The report of the 2019 survey results devoted 7½ pages to the topic of changing telework patterns pre-pandemic.
 - d. Looking forward, 33% of the region’s residents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic. These [TPB survey results](#) are consistent with the [plans of major regional employers](#), and indicate a future with lower peak hour travel demand.
 - e. TPB should seek federal guidance and check with other MPOs on how they are addressing post-pandemic teleworking in conformity and other regional forecasting. TPB could also perform sensitivity testing using a range of estimated post-pandemic telecommuting rates aside from the official conformity results if they are required to reflect pre-pandemic travel data.
6. **Evaluate how the project network serves regional policy goals like the adopted housing targets.** If we’re committed to equity and supporting the housing crisis, we should shape our transportation system to meet those goals. In justifying the co-benefits of its housing targets, [COG has cited TPB studies](#) that achieving the regional housing targets would help reduce congestion in the region by 20%. The housing targets would locate more housing in the region from outside and would place most of the new housing near high-capacity transit stations in activity centers. This strategy is also one of the COG 2030 Climate and Energy Action Plan transportation strategies. TPB needs to adjust the project and conformity inputs according to its directive to require that member agencies prioritize projects that achieve “COG’s land use and equity goals.”

7. **Consider the public input provided for the plan in choosing the projects and other conformity inputs.** TPB has conducted an impressive survey and series of focus groups for the plan, providing invaluable information and perspectives from the region's residents, including groups often excluded. Thus, it is disappointing that TPB officials are not asking project sponsors to review their project submissions based on this new information.
- a. When the TPB Community Advisory Committee received a presentation on the Voices of the Region survey at its March meeting, CAC members asked how the survey results would be used. TPB staff responded that it was largely too late for the survey results to influence the projects in the plan, but that hopefully the survey results would guide some aspirational policy statements to be added to the plan and other subsequent transportation planning efforts in the region.
 - b. Important results of the survey, which suggest the current project mix does not adequately represent the priorities and mobility needs of the region's residents, include:
 - i. When asked "What transportation investments should we make today that future generations will thank us for tomorrow?", the majority of the answers involved clean transportation, public transportation, and improvements for walking and biking. A much smaller group cited parking and roads, with roads comprising a mix of fixing existing roads and bridges and responses related to more or wider roads.
 - ii. 84% of the region's residents agree with the statement that elected officials need to consider the impacts of climate change when planning transportation in the future. For residents under 30 years of age, those most impacted by our long-range planning decisions and by climate change, that percentage rises to 92%. In contrast, less than half of respondents (44%) indicated that traffic congestion is a significant concern that impacts their lives, and 25% said congestion was somewhat a concern that impacted their lives a little.
 - iii. 33% of respondents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic.
8. **TPB has two options to change course and create a better Visualize 2045 plan – model a climate-friendly plan in addition to the current proposed business-as-usual plan, or remove destructive, unnecessary highway expansion projects now:**

Option 1: Include and model in the conformity scope of work a climate-friendly plan with land use and travel demand management strategies and appropriate projects, in addition to modeling the business-as-usual project list. TPB staff are correct that projects by themselves have limited impact in achieving the outcomes we want. That is

why TPB should create a second “build” scenario that incorporates the strategies that TPB has found to be most effective, with a network of projects that support these:

- Travel Demand Management – including fair parking pricing, commuter benefits, congestion pricing on existing lanes, and other strategies.
- Land Use – prioritizing transit-oriented and compact walkable development in existing activity centers, achieving the regional housing targets, and addressing the east-west jobs/housing imbalance.
- Projects based on TPB’s other Aspirational Initiatives, but restricting any new toll highway projects to installing tolling on existing lanes.

Option 2: Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. See CSG project-specific comments under comments 10 - 12 below.

- 9. TPB has both time and resources to create a better Visualize 2045.** We believe that TPB can accommodate creating and modeling a climate-friendly plan in its LRTP update schedule. The current Visualize 2045 schedule has 4 extra months: 3 extra months than needed for federal review plus 1 additional month than needed for air quality conformity. The Visualize 2045 process has a roughly \$10 million budget. Alternatively, TPB could collaborate with COG to use its on-call climate consulting contract, or TPB could use part of its TPB Climate Change Study to prepare and model this scenario.
- 10. Change the list of projects.** Repeating \$40 billion in highway and road widening projects is a wasteful public investment given changes in travel patterns accelerated by the pandemic. Even before the pandemic, many of the proposed highway and road widening projects in Visualize 2045 were based on flawed travel assumptions that ignored induced demand and promoted auto-dependent land use and travel inconsistent with regional and local policy goals. CSG recommends the following changes to the list of proposed major highway and roadway projects or supports their inclusion where noted:

Proposed Major Highway Projects

Location	Project Description (Map #, TIP #, description)	CSG Comments
DC	1. I-295 (CE2860) - reconstruct interchange at Malcolm X Blvd, 2022 (\$200M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (CE3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt

		these road configurations as a primary strategy in lieu of road expansions.
Charles	12. US-301 - Governor Harry Nice Memorial Bridge, 2023 (\$768M)	Modify project in LRTP - Current program needs to include ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	9. US-15 (Frederick Fwy and Catocin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$420M)	Remove from LRTP
Frederick	17. MD-85 (Buckeystown Pke) (CE1210) - widen to 4, 6 lanes, 2022, 2035 (\$220M)	Remove from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
Montgomery/ Prince George's	6. I-95/I-495 (CE3281, CE1182, CE6432) - So called "Traffic Relief Plan," construct 2 managed lanes in each direction, 2025 (\$4.2B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3.
Montgomery/ Frederick	7. I-270 (CE6432) - So called "Traffic Relief Plan," construct 1 managed lane & convert HOV to managed lane in each direction, 2025 (\$3.4B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	10. US-29 (Columbia Pke) (CE1197, CE3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$646M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	16. MD-28 (Norbeck Rd) / MD- 198 (Spencerville Rd) (CE1462, CE3476) - reconstruct, widen portions to 4 lanes, 2045 (\$413M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	18. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	19. MD-97 (Brookeville Bypass) (CE1213) - construct 2 lane bypass, 2021 (\$52M)	Remove from LRTP - Bypasses open up new land to sprawling development and

		undermine downtowns; use roundabouts as alternative.
Montgomery	20. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	21. MD-124 (Woodfield Rd) (CE1206, CE3057) - widen to 6 lanes, 2035 (\$129M)	(No comment)
Montgomery	26. Midcounty Hwy Extension (MD-83) (CE1245) - construct 4, 6 lanes, 2045 (\$202M)	Remove from LRTP, Replace with Alternative - It would destroy forests, wetlands, streams and harms parks, Ag Reserve, communities. CSG alternative with the TAME group is bus rapid transit on Route 355, express bus on 270, improved local street connections and using roundabouts at intersections; and reducing auto-dependent development in Clarksburg area.
Montgomery	27. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP
Montgomery	28. Montrose Pkwy East (CE3703) - construct 4 lanes, 2025 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (CE1479) - interchange at Greenbelt Metro Sta, 2030 (\$196M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	8. US-1 (Baltimore Ave) (CE1202, CE3108) - reconstruct 4 lanes, 2023, 2035 (\$116M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	11. US-301 (Crain Hwy) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-3 (Robert Crain Hwy) (CE1195) - widen to 6 lanes, 2035 (\$1.8B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	14. MD-4 (Pennsylvania Ave) (CE1194, CE3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$533M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	15. MD-5 (Branch Ave) (CE1196, CE3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$790M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	22. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.
Prince George's	23. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase

		walk, bike and transit access and safety in the area
Prince George's	24. MD-210 (Indian Head Hwy) (CE1199) - upgrade to 6 lanes and interchange improvement, 2040 (\$754M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	25. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	29. I-66 HOT (Inside Beltway) (CE2096, CE3484), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	31. I-66 (CE3484) - Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	30. I-66 HOT (Outside Beltway) (CE3448) – widen/construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	32. I-95/Fairfax County Parkway (CE2667, CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	34. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	37. I-495 (CE2069) - construct 4 HOT lanes with northbound shoulder lane and new ramps, 2025 (\$500M)	Remove from LRTP, Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	38. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)
Fairfax	39. I-495 (CE3208, CE3186, CE2069) - interchanges at VA 267, 2025, 2030, 2045 (\$70M)	Remove from LRTP, Replace with Alternative - We support bus rapid transit expansion instead.
Fairfax	40. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road west-bound, 2035, 2037 (\$62M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	41. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road east-bound, 2035, 2036 (\$124M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	42. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	43. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly

		support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	45. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$37M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Cost estimate appears to be far too low. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	46. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	54. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.
Fairfax	55. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$32M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	57. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	59. VA-7 (Leesburg Pke) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	60. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Project is under construction but call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	61. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.

Fairfax	62. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	64. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.
Fairfax	65. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	66. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	67. VA-286 (Fairfax County Pkwy) (CE2106) - widen to 6, 2030, 2035, 2040 (\$197M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	51. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$110M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	56. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	58. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	33. I-95 (CE3667) - add southbound auxiliary lane, 2022 (\$54M), under construction	Keep in LRTP - To be complete in 2022
Prince William	35. I-95 (CE3697) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	36. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	47. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	48. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	49. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and

		Transforming Rail in VA provides additional capacity for Quantico.
Prince William	50. US-15 (James Madison Hwy) (CE3162) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	52. US-15 (James Madison Hwy) (CE3162)- widen to 4 lanes, 2040 (\$54M)	No comment
Prince William	53. US-29 (Lee Hwy) (CE1993) - widen to 5 lanes, 2030 (\$255M)	Remove from LRTP - This is potentially a part of Bi-County Parkway/Manassas Battlefield Bypass and would increase pressure to widen Route 29 through historic Manassas National Battlefield Park.
Prince William	63. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	68. VA-294 (Prince William Pkwy) - widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	69. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	70. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William/ Manassas	71. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (funding not listed)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.

11. We generally support these valuable transit and rail projects. In the case of a few, we request that they be modified or replaced with better alternatives that do not involve expanded highway lane capacity and promote auto-dependence. In addition, we note projects that need to be explicitly incorporated into Visualize 2045. See comments in table below on major transit/rail projects.

Proposed Major Transit-Rail Projects

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040	Keep in LRTP - Prioritize the Benning Road Streetcar Extension

2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022	Keep in LRTP
4	DDOT H and I street Bus- Only Lanes (grouped project ID 3212)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2025	Keep in LRTP
8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045	Keep in LRTP
10	MD-355 BRT (CE3424) - from Bethesda Metro to Clarksburg, 2030	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, (completion date under review)	Keep in LRTP - TPB should call for urgent action by the Hogan Administration to restart the project. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022	Keep in LRTP - Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022	Keep in LRTP - Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (CE3496) 2030	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035	Keep in LRTP
21	VRE - 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, (CE2832, CE2420) 2025, 2028, 2035	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we

		support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access, 2027	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, the Duke Street Transitway, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

12. For new/significantly changed minor projects, some of the road widening projects did not fully answer the regional policy factor support questions but make claims that they would promote non-auto travel and reduce VMT. See comments in table below on new/significantly changed minor projects.

New/Significantly Changed Minor Projects

Policy Tables ID (pp. 11-14 of PDF, full packet)	Project	Project Description	CSG Comments
6	MD 85 Buckeystown Pike	Widen MD 85 to a four-lane divided highway from south of English Mountain Way to south of Crestwood Boulevard/Shockley Drive, then six lanes north to Grove Road and including I-270 interchange reconstruction. Auxiliary lanes will be included where necessary. Phases include: Phase 1 (in construction, anticipated complete 2021) - South of Crestwood Boulevard/Shockley Drive to North of Spectrum Drive, including I-270 interchange (see TIP ID 6483 - project cost of \$82,000 has been subtracted from previously provided cost of \$220,000,000)	Remove phases not already under construction from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
7	VA 620 Braddock Rd	Widening Braddock Road between Paul VI Eastern Entrance & Loudoun County Parkway	Provide additional information re. regional policy factor questions to

		from 2 to 4 lanes. This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of Paul VI high school and Loudoun County Parkway. The project entails the construction of a four lane, median-divided roadway within a 90 -foot right-of-way and includes the construction of shared use paths on both sides of the road. This project provides a Shared Use Path (SUP) that promotes bike and walking to regional transit that serves Metrorail Stations.	document how this road widening project promotes non-auto travel and VMT reduction. This is very distant from the Loudoun Metro stations.
8	Worldgate Dr Ext.	Herndon Metrorail Intermodal Access Improvements - PH II - (Worldgate Drive Extension at Herndon Parkway). Worldgate Drive Extension will link Van Buren Street to Herndon Parkway to alleviate congestion for the transit-oriented core of the Herndon Metrorail Station Area	Keep in LRTP
9	VA 607 Loudoun Cty Pky	This project provides for right-of-way acquisition for the widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at the intersection. Construction of the roadway improvements are proffer conditions of the Silver District West development	Provide additional information re. regional policy factor questions to document how this road widening project promotes non-auto travel and VMT reduction. Six-lane high-speed arterials divide communities and undermine bike/walk/transit unless the 6th lane is dedicated to bus.
10	VA 645 Croson Ln	This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.	Support in LRTP if ROW is reduced to limit the road to four lanes with full bike ped access on both sides of the road.
11	VA 659 Belmont Ridge Rd	VA 659 Belmont Ridge Road, Reconstruct. Construct or widen to a four-lane, divided road on a six-lane RW.	Do not support in LRTP
12	Crosstrail Blvd	Segment C. This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide right- of- way. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek.	(Appears to be already in progress)
13	VA 3171 Northstar Blvd	This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted	Do not support in LRTP

14	Annapolis Way Extension	Construct approximately 0.28-mile segment of roadway between existing segments of Annapolis Way to create a connection between Route 1 and Route 123 (Gordon Blvd). #3753	Support in LRTP with lanes limited to 10 to 11 feet width
15	Horner Rd	Construct extension of Marina Way to connect with Horner Road at Route 123 to create a parallel facility to Route 1 and I-95 and create internal road network to enhance access to Woodbridge VRE station and Route 123 Commuter lot. Extension will be constructed as a four-lane Urban Boulevard.	Support in LRTP with lanes limited to 10 to 11 feet width
16	Dale City Pkwy Node New Through Blvd	Construct an approximately 0.5-mile new thorough boulevard between Minnieville Road and Elm Farm Road that will create a connection between Minnieville Road and the Prince William Parkway (Route 294).	Support in LRTP
17	Williamson Blvd	Construct a new 4-lane facility; alternate facility to Route 234, #2176	CSG requests more information on why the project cannot be built with two lanes rather than four if it is intended to promote non-auto travel.
18	Alexandria 4th Track	Constructs 6 miles of fourth track from Control Point AF in Alexandria to the RO interlocking near the south bank of the Potomac River in Arlington	Support in LRTP
19	Broad Run Expansion	This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service.	Support in LRTP
20	Observation Drive	Design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The project provides multimodal access including provisions for two stations of the proposed Corridor Cities Transitway and for the MD355 BRT that will operate in the median of Observation Drive.	We believe narrower ROW would be appropriate for a transit corridor using a max of 2 vehicle lanes in each direction and two dedicated lanes for BRT along with bike/ped facilities.

April 30, 2021

RE: Comments for TPB's Visualize 2045 Update

Dear National Capital Region Transportation Planning Board,

The Greater Washington Partnership is a civic alliance of the region's leading employers and entrepreneurs committed to making the Capital Region—from Baltimore to Richmond—one of the world's best places to live, work, and build a business. We look forward to continuing to partner with the National Capital Region Transportation Planning Board to advance shared priorities around equitable transit-oriented development, expansion of the regional trail network, bus and transit prioritization, and growth of the performance driven tolling network; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#).

The Partnership encourages the TPB to include regional rail run-through service in the update to the Visualize 2045 Long Range Transportation Plan and the Constrained Elements. This element of regional transportation planning is not included in the Visualize 2045 long range transportation plan, and recent activity both shows need and consensus that more integrated, seamless regional rail service is a priority for the region that should be included in this update. These activities include:

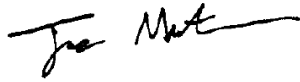
- [MARC Cornerstone Plan](#) includes exploration of run-through service;
- [TPB's Market Assessment and Technical Feasibility for VRE-MARC Run-Through Service in the National Capital Region](#), using a conservative ridership approach and existing service levels, showed 17,500 run-through trips would be taken by 2040;
- [Maryland General Assembly passage of the MARC Expansion Act](#) (HB1236 of 2020) which directs MARC to study and, if deemed appropriate, enter into agreements with VRE, Virginia, and CSX to run MARC trains into Northern Virginia, as well as connecting the Penn and Camden Lines in Baltimore and extending MARC trains to Delaware;
- [Strong Regional Support for Run-Through Operations in WUS DEIS Public Comment](#) (see appendix), with 15 business, rail, labor, and environmental organizations encouraging the Federal Railroad Administration to plan for run-through operations on all MARC and VRE as part of the EIS process; and
- [The Capital Region Rail Vision](#) was developed with the support of many public sector, private sector, advocates, labor unions, and environmentalists, and presents a clear strategy to grow regional rail ridership by 200 percent by 2045 and shift trips off congested roadways by allowing for seamless run-through train operations between MARC and VRE territory and greatly expanding service on all MARC and VRE corridors. Key goals for the effort include enhancing our region's economic competitiveness and collaboration, ensuring inclusive growth, and expanding access to moderate and affordable housing.

As we hope you can see, the level of support is broad and multi-jurisdiction. We also believe it is enduring and can deliver upon the Rail Vision's planned outcomes. Therefore, we encourage you to include expansion regional rail run-through plans in the Visualize 2045 update.



The Greater Washington Partnership would like to thank TPB Chair, the Honorable Charles Allen, MWCOG Deputy Executive Director Kanti Shrikanth, and the entire board for their leadership in advancing transportation priorities that can make the Washington metro and the Capital Region one of the best places to live, work, and build a business.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe McAndrew".

Joe McAndrew
Vice President, Transportation
Greater Washington Partnership





May 3, 2021

Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: Visualize 2045 2021 Public Comment

Dear Chairman Allen:

Climate change is a serious challenge facing our community and the Northern Virginia Transportation Alliance commends the Transportation Planning Board (TPB) for recognizing transportation's role in producing greenhouse gas (GHG) emissions and developing strategies to reach the region's stated GHG reduction goals by 2030 and beyond.

On-road transportation accounts for 34% of the DC area's GHG emissions, which is 2nd only to residential and commercial buildings at 50%. Passenger vehicles contribute about 72% of on-road emissions and 84% of the region's vehicle miles traveled (VMT).

However, as we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid "quick fixes" that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite.

In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.

Despite the current focus on VMT and transportation projects, a March TPB memo on this issue concluded, "Construction and implementation of new highway and transit projects has a lower potential to significantly impact VMT and GHG emissions." In fact, the 2017 Long Range Plan Task Force (LRPTF) study showed that the Regional Express Lanes Network (Initiative 1) and expanded commuter rail service (Initiative 5) including a new Long Bridge and improved service – i.e. Transforming Rail in Virginia – produced the same level of carbon emission reductions, less than 1%.

In contrast, current fuel efficiency standards already on the books will reduce on-road emissions by 53% in 2040 compared to the 2005 business as usual scenario. And every gain in fuel efficiency, electrification, and clean energy production reduces the perceived benefit of VMT reductions.

Rather than fighting over important multimodal projects that all have some level of carbon reduction benefits and are all needed to serve the anticipated 1.3 million new people in the DC area by 2045, we instead need to focus on the priorities that will have the biggest impact for our community.

And unlike a simple vote, strikethrough on a planning document, and eye-catching graphic proclaiming progress, major emissions reductions measures will require tremendous leadership. That means convincing constituents to accept more density and development in their neighborhoods, allowing more renewable energy facilities everywhere including undeveloped land, increasing telework and other TDM strategies that could reduce transit ridership, and requiring people to pay more for the privilege of using an automobile through tolls, higher gas/VMT taxes, and purchasing more expensive fuel-efficient vehicles.

The TPB's most recent analysis shows the carbon reduction benefits of these initiatives are far greater than the reduced emissions from individual transportation improvements. And they are all necessary if we are serious about reaching the regional GHG reduction goals adopted last year. They are also vastly more difficult to achieve and will require significant regional collaboration above and beyond anything our region has seen before.

Therefore, the Alliance urges the TPB to trust the numerous studies conducted by its own staff over the last decade showing the carbon reduction benefits of strategic roadway improvements and operational efficiencies. Furthermore, we hope that TPB members will listen to the transportation planners and experts of your own local Departments of Transportation who know these multimodal improvements benefit the community far beyond emissions reductions and are needed to accommodate growth, improve our quality of life, grow our economy, and increase equitable access to opportunity. Taking these projects out of the region's long-range plan with the stated goal of reducing VMT is short-sighted, misleading, ineffective, and harmful to the long-term goals of reducing GHG emissions and improving our region's transportation system.

Thank you for your time and consideration of this important matter.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is fluid and cursive, with the first name "Jason" and last name "Stanford" clearly legible.

Jason Stanford
President



May 3, 2021

Charles Allen, Chair
National Capital Region Transportation Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002-4239

VIA EMAIL

RE: Visualize 2045 2021 Public Comment

Dear Mr. Allen:

The Southern Environmental Law Center (SELC) provides the following comments on the proposed air quality conformity project list for the Visualize 2045 update. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

We have been encouraged by some recent actions of the Metropolitan Washington Council of Governments (COG) and the Transportation Planning Board (TPB) that demonstrate an increasing recognition of the urgency of reducing greenhouse gas emissions—and from the region's transportation sector, in particular. These actions include the COG's adoption last fall of a goal to reduce regional greenhouse gas emissions 50 percent below baseline levels by 2030. They also include the resolution the TPB adopted by a resounding margin this past December requiring member agencies to prioritize investments that, among other benefits, reduce greenhouse gas emissions and achieve COG's land use and equity goals, and recognizing the need for a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

However, when we review the list of projects proposed for inclusion in the air quality conformity analysis for Visualize 2045, we are concerned that it contains far too many proposals for destructive new highways and highway expansions that will spur sprawling development patterns, encourage more driving, destroy carbon sinks, and thereby undermine efforts to reduce greenhouse gas emissions. Although there are a number of important transit projects included on the list that will help reduce emissions and expand travel options for communities that are underserved by current transportation systems, the total amount of funding proposed for transit expansion projects (\$24 billion) is dwarfed by the amount proposed for highway expansion projects (\$40 billion). In short, based on the set of projects proposed for inclusion in the conformity analysis, the update to Visualize 2045 seems likely to do far too little to reduce single-occupancy driving, expand access to new transportation options, and address greenhouse gas pollution from the transportation sector relative to what is needed to achieve the region's climate emissions reduction goals.

Below we highlight some key projects of concern as well as notable projects we support, and we flag a project that we strongly believe needs to be included in some form in the conformity project list and in the final list of fiscally constrained projects for Visualize 2045.

Key Projects of Concern:

Route 15 Widening between Battlefield Parkway and Montresor Road (CE3738; 881; VP4G): We have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would result in attracting more traffic—especially regional trips—to the corridor. Once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This forces the county and the state into a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. To avoid this costly and damaging outcome while addressing legitimate transportation needs, we urge you to remove this proposal from further consideration and replace it with an approach that manages traffic flow on Route 15 with traffic-calming improvements and roundabouts.

Manassas Battlefield Bypass (CE3061; 433; FED3a): SELC has long opposed this project and supported alternatives because it would promote construction of the proposed Outer Beltway and inflict serious damage on the Manassas National Battlefield Park. We support closing to through-traffic the portions of Route 29 and Route 234 that cross the Battlefield, but this destructive proposal is not the solution.

Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737; 2495; VP12S): We are concerned that widening this existing stretch of Northstar Boulevard will increase pressure to construct a major limited-access highway along this corridor. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic-calming features to ensure it serves a local collector purpose.

VA 28 Manassas Bypass (CE1865; 995; VP6O): We are still in the process of learning more about this proposal as Prince William County proceeds with the design process, but even at this early point it is clear that the project raises major water quality and environmental justice concerns, would damage parkland and historic resources, and is likely to encourage more single-occupancy driving. Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area.

Key Projects We Support:

Long Bridge Railroad Crossing: Constructing an additional Long Bridge railroad crossing with two-tracks and pedestrian/bicycle access would alleviate a critical bottleneck for all commuter, passenger, and freight rail services crossing the Potomac River into Washington, D.C. This would enable significant expansion of these services in the near future, with significant benefits to the public and the environment.

Metro Silver Line - Phase 2 (CE1981): Connecting Dulles Airport to the region's light rail line will provide a vital link in the region's multimodal system, help reduce congestion and increase safety, and provide a reliable transit alternative for reaching jobs along a growing tech corridor.

VRE—3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines (CE2832, CE2420): Improving these VRE lines would provide much-needed additional travel options and capacity for commuters along highly-congested highway corridors.

West End Transitway—Van Dorn St Metro to Pentagon Metro and to Landmark (CE2930): Centering on a BRT system that will enhance connectivity between major transit facilities (Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center), as well as several neighborhoods along the corridor, this project will provide many transportation and land use benefits. It will also improve sidewalks, bikeways, landscaping, and traffic operations along many parts of the Van Dorn to Beauregard corridor.

Projects Missing from List:

Transit across American Legion Bridge: Finally, we want to emphasize the importance of including an expansion of transit service across the American Legion Bridge (Bridge) as part of Visualize 2045. Although there are several projects on the list that relate to adding High Occupancy/Toll (HOT) lanes to the I-495 Beltway and expanding the Bridge, it is not clear that funding and implementing transit service across the Bridge is included as part of any of them, and it does not appear to be included as a stand-alone transit project either. Expanding transit across the bridge is crucial to helping to counter the potential of these HOT lane proposals to increase vehicle miles traveled and greenhouse gas emissions, and to beginning to address some of the equity concerns they raise regarding access to the HOT lanes. Virginia and Maryland have finalized a joint study of potential route and service improvements for transit service across the Bridge. Different components of the identified transit service should be included in the air quality conformity analysis, and the final update to Visualize 2045 should include specific projects and the funding for implementation.

In closing, thank you for the positive steps taken in recent months to recognize the imperative of significantly reducing greenhouse gas emissions from the region's transportation network. This update to Visualize 2045 is where those stated values and goals must now get translated to identifiable projects and plans. The current set of proposals under consideration has some transformative pieces, but too many projects are vestiges of an outdated approach to transportation that is driving us deeper into the climate crisis. Please take the bold steps needed to ensure this plan will put us on the path to achieving the region's emissions reduction goals.

Sincerely,

A handwritten signature in dark ink, appearing to read "Morgan Butler", written in a cursive style.

Morgan Butler
Senior Attorney



National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

May 3, 2021

Re: Visualize 2045 2021 Public Comment

Dear Transportation Planning Board Chair Allen,

With the urgency of the climate crisis, we urge the TPB to draft a transportation plan that commits to meeting the goals outlined in the regional climate & energy action plan.

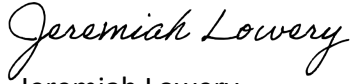
We call on TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes:

- 1) Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR
- 2) Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also show that the region's residents want to walk and bike more, drive less, and support transit. Repeating \$40 billion in highway and road widening projects from the last plan would be a wasteful public investment given changes in travel patterns accelerated by the pandemic.

We cannot afford to wait another four years to take swift action on climate.

Sincerely,

A handwritten signature in black ink that reads "Jeremiah Lowery". The script is fluid and cursive, with the first letter of each word being capitalized and prominent.

Jeremiah Lowery

Advocacy Director

Washington Area Bicyclist Association

Dear Chair Allen:

TPB's Director, Kanti Srikanth, said at the March board meeting that the draft list of projects will not achieve the region's adopted climate targets.

TPB's Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the climate plan, even though transportation is the largest source of greenhouse gas emissions in the region (42%).

The time to act is Now. Not two years from now, not four years from now. What are we waiting for? Who do we think will step forward and save us?

We're doing the same old same old by expanding highways and ignoring the fact that this will bring more cars onto the road, increase VMT, enable people to live farther away and have them commute farther for their various trips.

TPB is composed of leaders throughout our region. The climate crisis is here already, and we are the generation that makes the decisions that will affect the next generation. Can we please take this responsibility seriously? If the TPB cannot muster the leadership to radically demand that we put our emphasis on transit and forget about accommodating single occupancy vehicles, then we will truly meet face to face with the climate emergency this decade and then there will be no way to turn it back.

Don't tell me about toll roads (works well for the wealthy), don't tell me about EVs (works well for the wealthy), don't tell me that transit can use the toll lanes for free (this is not a transit "network" and please don't try to sell it as one!). So the 270/495 multi billion dollar highway expansion project is more business as usual, taking us down the road to 2050, doing all the stuff that got us into the climate crisis in the first place. And again, (doing "business as usual") we completely bypass any concerns about Equity.

Wake up! There's nothing new here.

Tina Slater
Silver Spring MD 20910-5515
301-585-5038

KGP_{design studio}

April 30, 2021

Metropolitan Washington Council of Governments Transportation Plan

Today presents a unique time in our history and an opportunity to break with trends of the last 70 years – and do something for people rather than cars. There has always been congestion – and the answer has always been – build more roads, add lanes. Where has that gotten us? Just more congestion. To end this cycle, we **MUST** change our building habits so that we're building for people, not cars. That means providing more options for movement, building more compact communities where multiple means of transportation make more sense and it means using our public right-of-way for much more than just autos. This means road diets, not more lanes. Keeping a level of congestion helps get people out of cars and saves billions of dollars wasted on wider roads.

Again, this is a unique time in our history. We've stopped commuting for a year and look how much more pleasant our lives have become. Look around, we don't really need all those lanes for cars if we change people's habits. In Washington, the streets are being used for other purposes like bikes, scooters, cafés and the city is much more pleasant and less polluted. I know so many more people would bike if there were more protected bike lanes.

Adding lanes to relieve congestion only encourages more people to drive which will again create more congestion. I've watched this for the past 50 year. Luckily in Washington, there are no places to add more lanes and there are no more places to park cars. So, stop sending more cars into our city. Let people telework, let them work different hours, and keep them from building in areas where the only way to go anywhere is by car. That time has passed.

So, I do not approve what is being planned – this is way too car centric. I grew up on Capitol Hill – and walked everywhere or rode my bike. We moved to McLean when I was 10 for my “freedom” – and I became my mother's prisoner – she had to drive me everywhere. What a waste of two lives. Options for older and younger people who can't drive are critical. Car sharing is fine – but not necessary to do the simple things in life. We have to change our habits. And one big way is with your plan – but not the plan you've outlined. Get those wider roads out of the plan – add more transit, bus, bike, scooter lanes. And create better places for pedestrians.

After living around the world, I now live back in Washington and couldn't be happier. I walk or bike to work and use public transportation. In fact, everywhere I've lived I've been able to ride my bike to work. Everyone deserves to have a chance to live as I do – without traffic and headaches.

You can do a much better job –

Thank you.

Bill Gallagher

April 30, 2021

Mr. Charles Allen, Chair
National Capital Region Transportation Planning Board
MWCOG

Dear Chair Allen:

Please accept this comment on **Visualize 2045** ("2045 Plan"), the Board's proposed constrained long-range transportation plan.

Last November 2020, after numerous meetings, technical discussions, research, and outreach to stakeholders, MWCOG prepared a *Climate and Energy Action Plan* ("Climate Plan"). It was a thorough examination of various climate-related trends, greenhouse gas ("GHG") emissions, different action scenarios, and equity implications. Guided in part by the visionary *Region Forward* perspectives, and acting with the urgency demanded, given the unsettling climate future we will face absent serious changes to "business as usual," the Climate Plan developed new GHG goals and a set of regional, collaborative actions for achieving them.

The goals of the Climate Plan included a 50% reduction in GHG emissions below 2005 levels, by 2030, significant progress toward regional climate resiliency in that same timeframe, and the recognition that equity principles not only demanded action but would need to attend all the solutions. In December 2020, the TPB voted to require that its member governments and agencies prioritize transportation investments on projects, programs and policies to reduce GHG emissions, and prioritize the means for achieving COG's land use and equity goals. So far, so good.

Unfortunately, however, while more than 40 percent of the greater Washington region's GHG emissions come from transportation sources (much higher, in fact, than the nation's almost 30 percent), the Climate Plan's major set of actions is counting heavily on just three components for most of its progress: clean energy supply, zero energy buildings, and zero emission vehicles. Recent studies emphasize, however, that it is highly unlikely that the nation (or in our case, the region) can achieve the turnover of its vehicle fleet necessary to achieve the level of electrification for reducing GHG's by the amount needed from this source by 2030. Driving must also be reduced – not by the 2045 Plan's three percent, but by almost an order of magnitude more. Second, the Climate Plan accords mode shift and travel behavior a very thin slice of the plan, carbon sequestration an even smaller proportion, and nothing at all is noted concerning a

change in the region's sprawling development patterns over the next ten years – the latter of which relates directly to travel patterns, reduced driving, and the future ability of the land to sequester carbon.

Unfortunately, the TPB's 2045 Plan reinforces these limits of the Climate Plan, ignoring its own December 2020 mandate. It is essentially a replay of the previous long-range transportation plan and set of transportation projects, which was prepared what seems like eons ago (in 2018) -- before our travel and work experiences during the pandemic demonstrated the utility and efficiency of an alternative, flexible working environment, and before COG studied and reported on the consequences of the potential failure of the region's, the nation's, and the world's attempts to reduce GHGs in a timely manner. Indeed, the 2045 Plan will be unable to achieve the described objectives even of the extraordinarily modest mode-shift/travel behavior rubric contained in the Climate Plan. The questions the 2045 Plan suggests should be asked concerning proposed projects' promotion of alternative, non-automobile modes, relationship to equity, and the *Region Forward's* vision of interconnected Activity Centers, for example, are clear, while some of the answers one obtains from the 2045 Plan (that specific highway expansions can serve such purposes) verge on the nonsensical.

Telework and commuting data used to develop the 2045 transportation plan came from 2014, two U.S. Presidents ago, while recent data that could better inform this plan seems unavailable to do so – although it will be by the time this Plan is finalized. Like the last plan, 2045 proposes that the region continue to spend far more to build and expand new roads and highways than build and expand transit systems. As we know from past experience and extensive academic study, this would not only accommodate but induce ever more vehicular traffic.

In the meantime, while several previously committed transit projects would proceed or be completed, there is nothing in the 2045 Plan proposing new transit starts, links, or systems. While highways are to be widened, as usual (e.g., MD Route 4 into Southern Maryland), long-contemplated transit connections along similar corridors (Route 4 or MD Route 5) are ignored or eschewed. (Indeed, Maryland's complement to a widening of US 301, studied at length more than 20 years ago, was to be just such a system. These evidently have disappeared in favor of the ineffective approaches the states and the Board continue to promote.)

The customary excuse to contemplating and promoting effective, coordinated, walkable land use with new transportation (i.e. transit, pedestrian, bicycle, and personal electric modes of) infrastructure – that the TPB has no authority over land use – underlies such

failings. The TPB has federally mandated transportation planning authority, which it could use toward such ends, and MWCOC has a broad and meaningful bully pulpit which it could bring to bear. Unfortunately, without significant changes along the lines noted above, the result of the 2045 Plan will be more vehicular traffic producing more GHGs (at least in the ten year short-term), more loss of carbon-absorbing open and forested land, and fewer solutions to the transportation sector's malign influence on climate change in our region.

Thank you for the opportunity to comment on *Visualize 2045*.

Sincerely,

Lee R. Epstein
Silver Spring, Maryland



PUBLIC COMMENTS RECEIVED: APRIL 2 - May 3, 2021 on the technical inputs to the Air Quality Conformity Analysis of Visualize 2045 and Transportation Improvement Program.

TOTAL COUNT	206
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COMMENTS FROM THE GENERAL PUBLIC

We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region's adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction's representative at the TPB to fight for these options:

1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year

2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.

Thank you for your consideration. Sent by 118 people.

Elizabeth Ende, Mc Lean, VA
Molly Hauck, Kensington MD

Patricia Tice, Rockville, MD
Robin Galbraith, Bethesda, MD
Johanna Wermers, Rockville, MD
Katherine Paterson, Bethesda, MD
Donna Sawyer, Silver Spring, MD
Carol Amburgey, Rockville, MD
Terrie Barr, Potomac, MD
Arlene Montemarano, Silver Spring, MD
Karen Onthank, Silver Spring, MD
Carolyn Williams, Bethesda, MD
Bruce Tinker, Alexandria, VA
Nanci Wilkinson, Bethesda, MD
Nancy Wallace, Bethesda, MD
Evelyn Jacob, Potomac, MD
Molly Hauck, Kensington, MD
Walter Weiss, Bethesda, MD
Marsha White, Fairfax Station, VA
Mia French, Oakton, VA
Elizabeth Zolper, Vienna, VA
Chris French, Oakton VA
John Cartmill, Herndon, VA
Rebecca Spring, Washington DC
Brian Luteneegger, Washington DC
Jennifer Cook, Silver Spring, MD
Ankit Jain, Vienna, VA
Natalie Rosser, Silver Spring, MD
Sirina Suckal, Savage, MD
Linda Hertz, Reston VA
Allen Munchink, Manassas, VA
Jay Rosin, Clarksburg, MD
Cheryl Cort, Washington DC
Madeline Amalphy, Gaithersburg, MD
Peter Harnik, Arlington, VA
Andrew Kalukin, Arlington, VA
Zachary Weinstein, Silver Spring, MD
Daniel Marcin, Silver Spring, MD
Douglas Sedon, Jefferson, MD

Richard Tortorella, Centreville, VA
David Maclean, Springfield, VA
Donna Sawyer, Silver Spring, MD
Amanda Hungerford, Takoma Park, MD
Dr. Laurie Ryan, Silver Spring, MD
Rachael Neill, Baltimore, MD
Joseph Reinhard, Silver Spring, MD
Allen Irvin, Alexandria, VA
William Maynard, Bowie, MD
Shawn Wozniak, Alexandria, VA
Steve Warner, Silver Spring, MD
Thomas Zeller, Greenbelt, MD
Charlotte Nugent, Washington DC
Cynthia Howell, Sterling VA
Steve Ashurst, Burtonsville, MD
Molly Hauck, Kensington MD
Sister Denise Curry, Philadelphia, PA
Garret Hennigan, Washington DC
Steven Vogel, Falls Church, VA
Gavin Baker, Washington DC
David Seldin, Laurel, MD
Hannah Follweiler, MD
Gerry Baill, Silver Spring, MD
Elizabeth Barbehenn, Bowie, MD
Jennifer Brown, Springfield, VA
Christopher Farrell, Wheaton, MD
Tim Hampton, Washington DC
James Reid, Reston, VA
Tom Hoffman, Pearisburg, VA
John Fay, Wheaton, MD
Laurence Fogelson, Baltimore, MD
Paulette Hammond, Baltimore, MD
Connie Dresser, Gaithersburg, MD
Debra Butler, Mc Lean, VA
Marco Sanchez, Arlington VA
Stu Simon, Chevy Chase, MD
Deborah Backman, Washington DC
James Mather, Lorton, VA
Charles Coleman, Alexandria, VA
Bernard Holloway, Mitchelville, MD
Dr. Jean Westler, Silver Spring, MD
Rhys Tucker, Washington DC
Dan Leggett, Clarksburg, MD
Donald Cuming, Bethesda, MD

MiYoung Park, North Bethesda, MD
Mr. Donald Paine, Washington DC
Michael Whelan, Washington DC
Clara Irazabal, College Park, MD
Ana Karimi, Washington DC
Nanci Wilkinson, Bethesda, MD
Kristina Borrer, Silver Spring, MD
Paul Bickmore, Reston, VA
Anita Morrison, Silver Spring, MD
Brent Showalter, Columbia, MD
Melissa Bondi, Arlington, VA
Andrea Cimino, Kesington, MD
Steven Thai, Chantilly, VA
Ted Sheils, Crownsville, MD
Katherine White, Rockville, MD
Kripa Patwardhan, Herndon, VA
Steven Segerlin, Washington DC
Eyal Li, MD
Dieter Brill, Hyattsville, MD
Barry Greenhill, Reston, VA
Niels Pemberton, Reston, VA
James Fremont, Silver Spring, MD
Jose de Arteaga, Washington DC
Tina Schneider, Takoma Park, MD
Mary Ann Maikish, New York, NY
Professor Don Bronkema, Washington DC
Charlotte Cook, Silver Spring, MD
Jane Lyons, Silver Spring, MD
Lois Lommel, North Chesterfield, VA
Alayna Smith, Bethesda, MD
Stephen Hudson, Washington DC
Sarah Meadsday-ralls, Hagerstown, MD
Bill Gallagher, Washington DC
Barry Greenhill, Reston VA
Krishna Patnam
Nikia Popow, Bethesda MD

The project list under consideration at this stage of the Visualize 2045 process, in the aggregate, is a disappointing failure. Implemented as planned, the region would fall dramatically short of its goals for air quality improvements, for addressing the climate crisis, and for improving the quality of life of the region's residents.

Widening roads, if *successful* in reducing congestion, simply lead to induced demand and sprawl, and to higher traffic speeds leading to more deaths for all road users. More likely, many of these projects would have no long-term impact on congestion, and simply be a waste of resources that could have been invested in transportation systems that actually work.

New bridges that are on the project list lack dedicated space for cyclists and transit, designs that will be regretted and even cursed for decades to come.

The analysis assumptions include relying on 2014 telecommuting data. Given our collective experience during the pandemic, this is ludicrous. The assumptions also ignore the member jurisdictions' plans for housing growth closer to job centers.

Many of the highway plans were approved before this year, they are not new additions -- but they should be re-evaluated, and in many cases either cancelled or radically re-structured. The current plan should not be approved as is just because of inertia. Adding new lanes to suburban streets is particularly insane, given how much effort needs to go into road *diets* instead. Instead of adding new lanes, Marland BRT plans should incorporate dedicated transit lanes for every portion of their route, removing travel lanes for single-occupancy vehicles wherever necessary. Egregious road-widening examples in Maryland include Buckeystown Pike, Annapolis Road, Georgia Ave, and Montrose Parkway. During the review of such projects, no matter what funding has already been approved and what designs have already been completed, regional bodies should pressure local authorities to stop them in their tracks. They are not just unnecessary, but dangerous and counter-productive.

Sincerely,
Shalom Flank, Ph.D.

Dear Chair Charles Allen,

About: draft Regional Transportation plan:

To make plan climate-friendly you would need to:

- Model a smart growth/climate friendly plan.
- Delete projects that increase emissions.
- Add more transit and local street projects that create more walkable, transit-oriented communities.

Carl Shoolman

This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette, Alexandria, VA

This document does nowhere near the amount of emissions reduction that we need as a region. Sick of the laziness, the cowardice, the complacency. Get it together and reduce VMT with real transit investments. The fact that there are **any** road widenings in this document exposes this process as a farce and the planners as fraudsters.

Karthik Balasubramanian, Washington, DC

It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold, Alexandria, VA

As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly urge the TPB to: Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, adopting the climate-friendly plan in the coming year. Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.

Madeline Amalphy – Gaithersburg, MD

This plan is very concerning. We are at a critical juncture when we must be supporting projects that REDUCE vehicle miles traveled and decrease greenhouse emissions. Instead, this plan proposes many sprawl-inducing routes that would accomplish exactly the opposite, including the widening of Route 15, a Manassas Battlefield Bypass, US-29, VA-28 and VA-123. It's abundantly obvious, that new and wider roads and highways fill up several years after they are built. The plan is a blueprint to pave the paradise that makes Virginia so special. This plan takes us in the wrong direction on the urgent issue of climate. Our focus must be on investments that REDUCE vehicle miles traveled such as projects that make commuting more accessible as well as investments in bike lanes and walking trails. I urge you to reexamine this plan with an eye towards doing what is right for future generations. -

Rachel Hammes - Vienna VA

Please prioritize the transit projects listed in the TRB Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045. I believe that creating enhanced transit options can improve air quality compared to adding travel lanes on highways. For me, the most important of the transit projects is 24. Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access. Completion of new RR tracks and bike/ped access will overcome current regional freight gridlock, increase regional passenger train services, and provide a much-needed new bike-ped connection between Northern Virginia and DC. 13. The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs! BTW – please also prioritize completing the Capital Trail Network, even though it's not part of this group of projects. Thank you.

Pamela Van Hine – Arlington ,VA

See attached.

Tina Slater - Silver Spring, MD

The Managed Lanes Project is moving to the predevelopment phase before a Environmental Impact Statement is completed. The additional lanes will increase traffic, resulting in more greenhouse gas emissions released into the atmosphere ,exasperating climate change. An environmental review completed after solicitation of a private company is useless. Traffic is already reduced with the implemented of the telework policy due to the pandemic. Telework will likely continue after people are immunized at least part time. The need for highway expansion at least needs to be reevaluated in a few months after workers return to their

work site.

-Gail Landy - Gaithersburg, MD

Transportation is the region's largest source of greenhouse gas emissions (not to mention a significant source of particulate pollutants), but this update to Visualize 2045 perpetuates the expansion of vehicle traffic. Instead it should work to decrease vehicle miles traveled and put more emphasis on transportation options other than single occupancy vehicles. It is unacceptable for the regional Council of Governments to adopt a regional climate action plan and then the regional TPB to draft a transportation plan that does not follow the climate plan. The TPB also needs to anticipate higher teleworking rates and less need for expensive, massive road expansions - rather than modeling its plan based on 2014 telework patterns. A more climate-friendly plan would remove road projects that will increase driving and emissions and add in local street and transit projects that create more walkable, bikeable, and transit-oriented communities that support regional climate/housing goals.

-Steve Banashek - Alexandria, VA

See Attached.

Lee Epstein - Silver Spring, MD

Expanding roadways through conservation areas or farmland. Thirty-three years ago I moved to Virginia (from California). I thought then, and, still do now, that Fauquier County is one of the most beautiful places in the US. Having lived in Southern California where every scrap of dirt is built upon, or, a highway put through areas that were previously vineyards or orchards, I have seen first-hand what unbridled development can do to an area's beauty. It's not pretty, in fact it's pretty ugly. Farmland lost is farmland lost forever; the same goes for green spaces. Please consider NOT paving over large areas of green spaces just to allow more commuters to be able to drive faster to their locations. Please consider NOT allowing urban sprawl in our beautiful county. Please consider alternative transportation means that do not include destroying the natural beauty of our area and that will adversely impact the wildlife, too. Please consider carefully and do not be influenced by BIG DEVELOPERS. Thank you.

Lauren Mora- Rectortown, VA

See Attached.

Bill Gallagher

This plan is in conflict of our need to deal with Climate Change. We do need to deal with the existing roads, bridges and other existing infrastructure.

Claude Bradshaw - Catharpin, VA

I am very concerned about some of the contents of visualize 2045. I support the investment in transit, rail, trail, complete streets and maintenance for existing infrastructure...BUT, I believe widening of highways, roads, numerous arterial road changes etc , will only add to pollution and create more urban sprawl and development. This will negatively affect regional climate targets, not improve them. I grew up on Long Island, NY and I saw this type of development destroy a once beautiful and thriving environment now lost forever to pavement, asphalt and strip development. I have lived in Northern Virginia for over 35 years and have watch this type of infrastructure grow, fueled by greedy developers. Please consider restructuring this plan to reduce the strain on our climate and environment. Our basic survival depends on it.

Sue Attisani – Baltimore, MD

You all must be aware of the principle of triple convergence. It is counterintuitive, but widening a road actually increases congestion, it doesn't solve it. The focus should be on improving and creating public transit, creating more walkable areas, and increasing bike lanes. Regional tolls for local roads to help offset carbon output, and decrease cut through of neighborhoods should put in place. Transportation is the greatest contributor to green house gases in our area. Improvement in this area is absolutely necessary.

Barbara Morrow - Alexandria VA

Thank you for providing this form and for asking for comments. I am very much opposed to the environmentally destructive boondoggle of expanding I 270 and the Beltway. That is the wrong project at the wrong time. We are rushing towards a climate crisis, and we should be working at this moment to turn things towards a more sustainable way of life. Widening the area interstate highways, taking down trees, pouring concrete on green space, and facilitating the burning of fossil fuel, all to enable people with the means to drive faster on toll lanes, is the wrong project at the wrong time. Lets invest in public transit, in creating a grid of electric vehicle charging stations, in encouraging community gardens so we can eat

locally grown food. Let's change our metropolitan area into one that has a beneficial impact on the environment. If we do this now, our children and future generations will thank you. If we don't make bold changes now, we are robbing the future.

Rick Goodman - Silver Spring , MD

See attached.
Brian Ditzler

i am disappointed that the draft document reflects old school thinking that has generated sprawl all over the country and this region. Build more highways, add more lanes , chew up cheaper land farther out and in a few years you just have more traffic jams. the plan doesn't at all take account of the country's urgent need to reduce carbon emissions or of the changes in commuting patterns as a result of the pandemic. Needs more investment in non-auto transportation means and less in roads!

Jessica Matthews - Marshall, VA

New and wider highways and arterial roads fuel sprawl development, more driving, and more air pollution at a time when transportation is already our #1 source affecting climate change. Instead, we need more transit for our essential workers.

Leona Patrick -Gainesville, VA

The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace - Leesburg, VA

I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz, Sterling, VA

Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Planck, Purcellville, VA

Hello. My name is Natalie Pien, a retired public school teacher living in Leesburg, Loudoun County, VA. I am an environmentalist and a climate activist. I am concerned that the 2018 IPCC report stated that there are only 10 years to make rapid reductions in greenhouse gas emissions to avoid the worst consequences of climate change. Regrettably, not enough has been done to reduce GHG emissions in the Metropolitan Washington Region.

Natalie Pien, Leesburg, VA

In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Visualize 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.

Projects like land reductions/reconfigurations for bicycle lanes will get vehicles off the road, the vast majority of projects in Visualize 2045 are for road widening. Past experience throughout the nation has shown that road widening does not relieve congestion in the long term; it leads to more development, more pollution, and traffic congestion is a few short years.

I am dismayed to note that #51 widening Route 15 in Loudoun County is included. This is not advisable. Other solutions have been proposed by residents and are better alternatives. I also see that an entirely new road is proposed, # 56, in Loudoun. New roads are not a good alternative, either. The goal for any and all projects in Visualize 2045 should be to reduce the time spent in cars by promoting walkable, bikeable communities built around transit centers.

It is your responsibility to fund projects that reduce greenhouse gas emissions, not increase emissions. Projects included in Visualize 2045 fail to do this. Please reconsider Visualize 2045 in terms of regional greenhouse gas reduction, agreed upon goals.

Natalie Pien

In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

Can you explain this change? In researching the project, it appears this project was added back into the CLRP in **2013**. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One.

I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. **The Occoquan Bridge Improvements will be treated as a Compensation Event** unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements"

"Occoquan Bridge Improvements means the addition of any **additional lanes on the bridge over the Occoquan River on U.S. Route One** in Virginia, the plans for which have not been included in the **CLRP or the SYIP as of November 30, 2011.**"

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years? or 65+ years? at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

Based on this, could a **new VRE/Amtrak rail bridge over the Occoquan** or a **dedicated bus transit bridge with bike/ped over the Occoquan** be explicitly added to the CLRP as a replacement project in the 2030-2040 timeframe? There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. **This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.** Hopefully, the Springfield to Quantico Enhanced Public Transportation Feasibility Study will help bring more transit projects to light in this corridor.

Mark Scheufler, Prince William County

Please consider the following comment to the update to Visualize 2045:

In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

In researching the project, it appears this project was added back into the CLRP in 2013. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One. I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. The Occoquan Bridge Improvements will be treated as a Compensation Event unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements" "Occoquan Bridge Improvements means the addition of any additional lanes on the bridge over the Occoquan River on U.S. Route One in Virginia, the plans for which have not been included in the CLRP or the SYIP as of November 30, 2011."

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

If the intent is to remove this road segment expansion from the CLRP, please explicitly add a new VRE/Amtrak rail bridge over the Occoquan and/or a dedicated bus transit bridge with bike/ped over the Occoquan to the CLRP as a replacement project in the 2030-2040 timeframe.

There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.

Mark Scheufler, Prince William County

See Attached.

Nancy Abeles, Bethesda, MD

The Visualize 2045 plan supposedly encourages a reduction in vehicle miles traveled but the proposed list of projects include several sprawl inducing routes that would do just the opposite, such as widening Route 15 in Loudoun as well as a Manassas Battlefield bypass. Concentrating future growth in areas with access to the metro would reduce vehicle miles traveled and help reduce greenhouse emissions. Thank you for your consideration.

Katherine Mcleod, Marshall, VA

With the urgency of the climate crisis, it is unacceptable for TPB to draft a transportation plan that fails to commit to the regional climate plan or that postpones this to the next plan update. The projects and other conformity inputs need to be consistent with TPB's own directive that: "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and that meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045." Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit.

Wyatt Gordon, Richmond, VA

The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace, Leesburg VA

Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Pianck, Purcellville, VA

I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz - Sterling, VA

Whose great ideas are these? The highway paving association? How much misery and expense do we have to bear? The way to take cars off the road is to expand Metro and other forms of public transportation. Most of this is horrendous and nothing short of criminal. But that's what we like these days, right? Criminals?

Anne Ziegler- Broad Run, VA

Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of green house gasses which diminish air quality., and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area....as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers.

Margit Royal- Paris, VA

DON T WIDEN ROADS. Please find a greener plan So roads don t get wider and Loudoun co remains without too much development!

Julia Tayloe -Middleburg, VA

1225 Noyes Drive
Silver Spring, MD 20910
301 565-0870
bditzler@gmail.com

Transportation Planning Board
Metropolitan Washington Council of Governments

Subject: Proposed Visualize 2045 Plan Update

The proposed Visualize 2045 update is totally unacceptable. It is essentially a repeat of TPB's 2018 plan and does not reflect the conclusions of the regional climate plan that COG adopted in 2020. With transportation the largest source of greenhouse gases and induced demand now an accepted reality, there must be a change of focus away from highway/road widening and perpetuating auto-dependent land use. Instead, investment and focus needs to be towards transit, biking and pedestrian improvements, and encouraging transit-oriented development around Metro and Purple Line stations. Also, TPB traffic growth modeling needs to reflect higher teleworking rates and not continue to use outdated 2014 patterns.

Proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed include the following:

- adding lanes to the Capital Beltway & I-270 (CE3281, CE1182 and CE6432)
- widening Georgia Avenue to 8 lanes (CE2618)
- building the MD 83 Mid-County Highway extension (CE1245), and
- building the Montrose Expressway East (CE3703).

The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

Two particularly valuable projects being planned that I hope will proceed are:

- BRT on MD 355 (CE3424), and
- BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

In summary, TPB's draft plan needs to move away from its outdated auto-dependency model that has contributed to the high greenhouse gases and pollution problems the region is now facing. Instead, TPB needs to draft a climate-friendly plan that deletes highway and road widening projects and relies on more use of TDM, investment in transit, bicycle and pedestrian improvements, and creation of more walkable and bikeable transit-oriented communities around Metro and Purple Line stops.

Brian Ditzler

Living among highways in an urban area is like being constricted and separated by wide fast moving rivers of heavy vehicles whooshing by us: a constant threat to our peace of mind. And death to community life. You want to see MORE not less of this?? Ok, first we have to face the fact that auto traffic in any settled urban area will always be congested. To an extent. Some of the time. That is a fact of city life and a constant of urban living. Open roads are for open areas. In congested areas, the traffic will fill up whatever roads you build, no matter how often and how ridiculously, and painfully, they are expanded. To keep the congestion at a tolerable level, we have to draw cars off by offering alternatives which must be the best we can come up with. Stick with what we already have in the way of roads, and put all our money, energy, ingenuity and moxie into making those alternatives attractive to people. It is time right now for some 'better mousetrap' thinking.

Arlene Montemarano -Silver Spring, MD

Greetings! As you prepare the Visualize the 2045 plan and goals, please do have it be consistent with 2045 goals for reducing GHGs that are part of the COG plan. Siloing and having inconsistencies or outright differences in the overall plan will not be helpful, workable or address 2045 projected realities. Please do integrate the various goals with projected realities. Thank you, Rev. Dr. Jean Wright

Jean Wright - Fairfax VA

We can't wait another four years for another TPB plan update to address climate change and racial equity and I want my kids to grow up in a world that's different from the present.

Jennifer Whitlock- Alexandria, VA

Hello, I just read through the lists of projects in the proposed Constrained Element, and there seems to be a disconnect. There seems to be so much emphasis on equity, environment, and dense, strategic urban growth throughout the broader document, but the funding priorities put a dramatically higher emphasis on supporting personal vehicles over other forms of mass transit. If this is to be a visionary, aspirational plan for what movement around the DMV looks like in the next 25 years, there needs to be a rebalancing of priorities away from expanding freeways (which is factually and demonstrably ineffective at reducing traffic congestion) and toward modes of transportation that make added capacities on freeways unnecessary. Thank you.

Alex Freedman -Washington, DC

Once again you have brought forth a sick joke, especially if any part of it comes to fruition. We are in the midst of a climate crisis yet you come up with the same old shop worn "add driving lanes" solution. My solution is for you to get rid of your highway engineers, who know nothing but asphalt and concrete and hire some rapid transit folks.

John Fay – Wheaton, MD

The long-range transportation plan doesn't do enough to address climate change concerns, nor does it sufficiently adhere to the climate action plan COG recently adopted. We need real money to be thrown behind practical solutions that reduce VMT from mostly single-occupancy vehicles. Please try again.
Guilherme Vendemiatti – Washington, DC

I believe bicycle lanes are needed for the American Legion Bridge as, prefer to rebuild it with a flatter grade, stacked between 355 and 29 for 495 Teleworking needs to be made permanent is in climate change without unnecessarily endorsing any green new deal Federal workers on covid leave since March 2020 be given retirement automatically without having to travel to HR offices as they can be t add piped for local volunteer works in our parks system . Any widening of 495 in Montgomery county over Northwest Branch needs to have a connecting trail bridge as that trail can bypass rocks

Steve Warner - Silver Spring, MD

I wish to strongly protest the TPB Long-Range constrained plan's continued focus on new and wider highways. What happened to the TBP call to address climate change? This plan assumes nothing will change as we lurch over the climate precipice—and in fact speeds our descent. For example: in 2030 it widens Ga. Ave. to 6 lanes. In 2045 it builds M-83 and adds lanes to Mid-County Highway. And it endorses the highly destructive Hogan plan to pave over parks, homes, and businesses for tolled lanes on the beltway and I-270, the opposite of what is needed to reduce GHG emissions. The plan seems to exist in a time-warped, last century. Traffic reduction, not traffic promotion, should be our goal. Yes, I saw the page on transit projects, but the way to move ride share to transit and biking/walking is to produce rapid, reliable transit, bike lanes, and walkable communities. And REFRAIN from more road construction. When the roads are there, people will use them, and we all lose.

Anne Amble - Silver Spring, MD

I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.

Moir McCauley - Mount Rainier, MD

Dear Council, Please do not build new roads. Please do not widen existing roads. You may spend funds to maintain the existing road network as it is. Building new roads unnecessarily urbanizes our rural treasures and promotes sprawl. Please be aware that I will not vote for or support any public officials who promote such policies. Thank You

David Berish - Hillsboro, VA

This plan flatly rejects not only the TPB Dec 2020 vote to “prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals” but also fails our region's goal of reducing climate emissions. It completely ignores the 84% of the region’s residents agreed with the statement that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Like MoCo and DC, the TPB should reflect the region's climate change goals through focusing on public transit and active transportation, not prioritizing driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. Montgomery County's doing it. DC's doing it. Come on, TPB. You can do it, too.

Evelyn Fraser – Washington, DC

Dear Chariman Allen, Transportation is the largest source of greenhouse gas emissions in the DC region (42%). So far TPB’s Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the COG's climate plan. Demand and adopt a better long-range transportation plan that addresses climate change! Move beyond the status quo! 84% of our region’s residents agreed that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Good land use planning, affordable housing, and investments in walking, biking and transit are all successfully implemented strategies from Montgomery County’s bus rapid transit projects

to the moveDC plan update, transit-oriented development around the region, and many of TPB's own programs like Transportation-Land Use Connections. We know what to do to address climate change. Do it now!! We can't afford to wait another four years!

Evelyn Fraser

To Whom it may concern, The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve, and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars you are making travel more expensive for everyone in the region. These projects will exacerbate the current climate emergency. They will lead to more traffic deaths. They will make the region poorer as a result. If you plan for cars and traffic, you'll get cars and traffic. If you plan for people and places, you'll get people and places. These projects are for cars and traffic, and every time we've done this, it's exactly what we've got. I strongly urge you to remove these incredibly misguided road widenings & redirect the massive amount of money to truly effective transportation projects.

Jacob Mason – Washington, DC

Please concentrate the plan on rail and bus travel, not more roads for car travel. The roads are just going to fill up again in a handful of years anyway. We need to take increased telecommuting into consideration and encourage affordable housing near centers of activity. Urban sprawl forever is not sustainable and ruins quality of life.

Richard Johnson -Washington, DC

I kindly ask you to stop supporting new free roads. Let people pay tolls and see how much they really value all that pavement. Toll the existing roads and you'll see people decide to start carpooling and change the time of their trips to uncongested times (if the tolls vary with congestion as they do on I-66).

Daniel Marcin - Silver Spring, MD

As a cyclist who has survived one very serious crash with a vehicle several years ago, transforming our roads to reduce speeds and reduce the width of roads is very important for me among other safety measures. We can't wait another 4 years to act on climate change

and reduce our emissions. Transportation is the largest source of greenhouse gas emissions in the region (42%). The new and wider highways and arterial roads the proposed plan will fill up in as little as five years. They will fuel sprawl development, more driving, and more air pollution. The proposed plan takes us in the wrong direction on climate and fails to adapt to a changed region post-COVID that will see an expansion of telecommuting. We must take this opportunity post-COVID to re-imagine another transportation reality we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic

Jenn Pierson – Washington, DC

Please remove all road widening projects from the plan. Widening roads just induces demand and makes traffic worse. Road widening will also prevent our region from reaching its climate goals. Instead, please focus on public transport, biking, walking, and micromobility.

Zachary Weinstein - Silver Spring, MD

The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The "building roads creates congestion" assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan. Please not yield the the obsolete "smart growth" proponents who only want funding for the areas where only they can afford to live. Don't force the rest of us to live in dense, unpleasant "activity centers." Your plan has balance, which is critical given recent priority shifts. Please keep it so.

Ronald Molinas - Vienna, VA

We desperately need a regional transportation plan that will start meeting our climate goals and this isn't it. The days where TPB can sit idly by stapling together highway expansion projects from the state DOTs has passed. TPB must exercise its approval powers and require plans from the DOTs that cut Vehicle Miles Traveled, enable low-carbon transportation modes like walking, biking & transit. New and wider highways and arterial roads fill up in as little as five years. They fuel sprawl development, more driving, and more air pollution. They take us in the wrong direction on climate, increasing emissions at a time

when transportation is already our #1 source. At the same time, we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic. We can, and must, do better.

Chris Slatt, Sustainable Mobility for Arlington -Arlington VA

I support projects that improve access for mass transit, pedestrians and bicyclists. I support more efficient use of existing roadway space – more throughput of PERSONS per road-mile, not more vehicle throughput. I support restriping of existing roadways for bicycles and pedestrians. I strongly oppose any road widenings for the increased throughput of single-occupant automobiles. I am against wider roads unless the new lane is designated solely for bus, trolley or high-occupancy vehicles. I am strongly opposed to the widening of the Beltway, I-270 and I-66. All of those roads are already wide enough and merely need to be better managed and regulated. I am opposed to any transportation projects that are not planned in close conformity with other land-use decisions such as housing, office space, retail, churches and parks. Thank you.

Peter Harnik – Arlington, VA

There are too many destructive unnecessary highway/road widening projects. The draft plan fails to commit to regional climate targets, to account for increased telecommuting, or consider adopted goals to focus 75% of jobs & housing in activity centers. New & wider highways & roads just fuel sprawl development, more driving, & more air pollution. They take us backwards on climate, & increase emissions when it's already our #1 source. We need more transit for essential workers; to redesign our streets to be safe for pedestrians & cyclists, & to recognize that increased telecommuting will reduce peak hour traffic. And, funding for toll lanes adjacent to non-toll highways, does NOTHING to help reduce the carbon footprint; it only helps those who can afford to drive on toll lanes. And these toll lanes are WAY underutilized, making their construction a waste of taxpayer money. Use tax revenue to fund energy SAVINGS, NOT for welfare for the rich & environmental destruction!

Douglas Sedon -Jefferson, MD

The transportation sector emits more GHGs than any other economic sector, which the Visualize 2045 plan itself acknowledges as an area of concern. Unfortunately, the plan only adds to the problems with American transportation infrastructure that have led to unsustainable GHG emissions. The plan calls for funding numerous highway projects, which will only fuel sprawl development and increase pollution while failing to reduce traffic long-term. It's also disappointing that the plan failed to commit to regional climate targets,

account for increased telecommuting, or consider adopted goals to focus jobs and housing in activity centers. I hope that the plan will instead invest more into bike lanes, sidewalks, and transit projects that can both address long-term traffic concerns and help us reduce transportation emissions. As someone in my early 20s, I will live with the disastrous consequences of climate change unless we act now. Please change the plan to address this reality.

Faaq Zarger - College Park MD

I feel that the proposed transportation funding for the region falls far short of reaching the climate goals outlined by both COG and member jurisdictions. Visualize 2045 should have much more funding priority set on much more ambitious and sustainable projects. Not the usual road widening which exasperates sprawl, car dependency and green house gas emissions. COG should put its money where its mouth is and actually set the region up to achieve its carbon targets.

Kevin O'Halloran – Washington, DC

For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.

Lance Salonia – Washington, DC

This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated and course corrected.

Linda Toth – Washington, DC

Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see everyday how much more money needs to be spent in our area to ensure safety for walkers and bikers. Sincerely, Andrea Cimino

Andrea Cimiino – Kensington, MD

That's it. That's all I've got. We cannot widen our way out of traffic, and besides incentives for biking, walking, and bussing, there need to be DISincentives against driving as well.

Kripa Parwardhan – Herndon, Virginia

It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold Alexandria Virginia

[Attached]
Nancy Abele Bethesda MD

This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and

active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette – Alexandria, VA

As an individual member of Elders Climate Action DMV chapter living in Virginia , I say no to the long range transportation plan Visualize 2045. The proposed plan does not adequately address climate change, public transportation, bike and pedestrian lanes or racial inequality. It would destroy habitats of flora, fauna, and humans and add significantly to noise pollution. Thank you for providing this opportunity for individuals to comment,

Jan Greenberg - Arlington, VA

The current draft of Visualize 2045 deserves an F!

It misses the mark completely!

Please re-write it as follows --

1. Eliminate all highway and road/bridge projects (except maintenance).
2. Support investments in non-automobile options -- transit, pedestrian and bicycle infrastructure.

Perhaps you have not heard about the Climate Crisis. We need to reduce VMT per capita -- we can do so by emphasizing investments that will enable more folks to safely and conveniently get where they need/want to go without hopping in the car.

Perhaps you have not heard about the need to address social and economic inequities. Transportation investments can help move the needle here -- many lower-income persons do not have access to cars; and currently have to endure long frustrating commutes to jobs and other destinations. Upgrading transit will be especially important to the bottom half of the income pyramid.

I look forward to seeing the vastly improved revised Visualize 2045!

Sincerely,

David W Sears, PhD -Bethesda, MD

Hi there,

On behalf of JBG SMITH I'd like to "second" the input submitted by the Greater Washington Partnership (attached here for reference) regarding regional "run through" rail service. Converting our existing commuter rail systems into an effective regional rail network is hugely important to places like National Landing, as it will allow more people from the region to access jobs there by transit. We encourage you to include run through service in your Visualize 2045 update.

Thank you,

Jay Corbalis

Visualize 2045 is far too focused on prioritizing personal vehicles over transit, bikeways, and other low-impact, environmentally responsible travel modes. Repeating \$40 billion in highway and road widening projects from the last plan is a wasteful public investment. There is not one destination in the DMV that is challenging to drive to or park at. People who want to drive for their transportation are the most subsidized and have the most space while causing the most harm to other people and the environment.

If the plan was truly climate-focused, it would include strategies to reduce VMT. It would invest big in true networks of bicycle trails, cycleways, and regional transit. No more roads in the DMV should be widened.

Alexis Glenn -Alexandria, VA

I just wanted to write a quick comment pleading for walkable neighborhoods and energy efficient transportation planning. In addition to all the benefits of this, and all the ills of vehicle-focused planning, I'd like to point out how hard it is to transition to walkable neighborhoods once vehicle infrastructure is overwhelmed.

The Silver Line to Tyson's was supposed to be an effort to make the area walkable. It has been several years, and there is still such a long way to go. Last week I had to go to the Kaiser in Tyson's for the vaccine. I had no choice for an alternate site. I'd like for the planners to try walking that, just once. A long wait to cross a six lane road, to other intersections without a crosswalk at all. I'm just lucky it was decent weather. I have to go back for a second round.

Anyways, please plan for a sustainable future.

[Attached]

Eyal Li – Takoma, Park

Hello, this is Carol Milbord from Hamilton virginia, I'm calling to comment on just a couple of aspects of Visualize 2045. All the road extensions that you are planning for the outer suburbs are very bad for the climate. They are only going to increase the sprawl. I'm particularly talking about the manassas battle field bypass, route 15, and other road projects like that. We need to stop building all these roads. It only increases sprawl, increases the pollution, and increases the commute time. You need to put our money into Metro, bike paths, and things like that. But you gotta stop the sprawl at the outer suburbs.

Carol Milbord – Hamilton, VA

Comments from agencies/jurisdictions

TPB Comments I-270 and I-495 Managed Lanes Study Attached PDF – City of Rockville.

Attached PDF - Danielle Glaros, Prince George's County

Attached PDF - Arlington Chamber Of Commerce

Comments from non-profit organizations

Attached.

Sierra Club

Attached.

WABA

The Maryland Conservation Council, established in 1967 to conserve and protect our natural resources (www.mdconservationcouncil.org) calls on the TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes: 1. Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR 2. Fix the current draft plan now, deleting the road widening projects

that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. The pandemic and increasing work from home protocols need to be addressed, not 2014 practices. Thank you.

Maryland Conservation Council

Business" as usual will not bend the curve and start reducing greenhouse gas emissions. We need to plan for sustainable development. We need to prioritize transportation infrastructure that minimizes Vehicle Miles Traveled (VMT) and associated greenhouse gas emissions (GHG). Sadly, Prince William County continues to propose paving more lanemiles as the solution to traffic congestion. Experience since 1950 has proven that approach is futile. Widening VA-28 (Nokesville Rd) and VA-294 (Prince William Pkwy), and constructing the Route 28 Bypass/Godwin Drive Extended, would increase VMT and GHG emissions. They would subsidize continued sprawl, rather than focus growth in Activity Centers where we can build affordable housing together with affordable transportation. Remove those projects from the Visualize 2045 plan.

Prince William Conservation Alliance

Attached. –Citizens Against Beltway Extension

In the Soviet Union, workers often joked “they pretend to pay us, and we pretend to work.” The first half of that saying surely does not apply to the staff of the National Capital Region Transportation Planning Board (TPB), but I’m very worried that the second half does.

I’m referring to the proposed update to the “Visualize 2045” plan. When there’s a mandate to create a report, there are two possible staff strategies. One is working to produce a good-faith report that meaningfully advances the underlying goals at stake. The other is producing something that can be called a report, whether or not it advances or impedes the underlying goals.

The proposed revision of “Visualize 2045” seems to fall into the second category. While the Metropolitan Washington Council of Governments (COG) has set forth ambitious climate goals that it encourages all member jurisdictions to implement in all of their activities, its own agency, the TPB, is working at cross purposes to these goals in its “Visualize 2045” proposal.

This in spite of the fact that increased ambition was needed, since the previous iteration of the “Visualize 2045” plan, from 2018, did not adequately address the greenhouse gas (GHG) reduction targets of the member governments. While member governments set goals of 80% to 100% reduction of GHG emissions from 2005 levels by 2050, the 2018 TPB plan aimed to reduce them by just 23% by 2045.

And yet, the current iteration of the plan is almost identical to the 2018 plan, and TPB director Kanti Srikanth admitted in March that the currently proposed project list, like that of the 2018 plan, would not achieve the member governments' GHG reduction targets. Also like the 2018 version, the current "Visualize 2045" plan is heavy on road-building, and does not meaningfully reduce dependence on automobiles. In fact, new roadbuilding on the proposed project list is even promoted as being a way to reduce GHG emissions!

We are told that the TPB can consider only those projects that "can be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future." And yet, even though the new federal Administration is clearly bringing a government-wide focus on solving the climate crisis, the TPB apparently doesn't consider funding for much other than roadbuilding to be "reasonably expected to be available." This is dangerously shortsighted.

It is especially striking to compare the climate ambitions of the COG with the lack of climate ambition shown in the TPB proposal. As noted in COG's November 2020 "Metropolitan Washington 2030 Climate and Energy Action Plan" (see <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>), the 2030 GHG reduction goals adopted by the COG Board of Directors on October 14, 2020 align with the level of effort called for by the Intergovernmental Panel on Climate Change (IPCC). Those interim climate goals, as set out in COG Board Resolution R45-2020, include:

- A climate mitigation goal of 50 percent greenhouse gas emission reductions below 2005 levels by 2030; and
- A climate resilience goal of becoming a "Climate Ready Region" by 2030, which means that "all local governments must assess current and future climate risks, and be actively integrating climate planning across government plans, operations, and communications."

In light of this commitment, it is particularly distressing that COG's own agency, the TPB, is apparently not "actively integrating climate planning" across its own "plans, operations, and communications."

In fact, the list of projects that are touted as promoting a reduction of GHG emissions include major projects to add two lanes in each direction to the Capital Beltway in Maryland, and to add two lanes in each direction to I-270. This in spite of the well-known fact that widening roads brings increased traffic.

In similar fashion, many of the other projects that involve constructing new roads or widening existing roads assert (at Question 32 of the Project Description Form), that the roadbuilding project will promote non-auto travel or reduce vehicle miles traveled (VMT), contrary to common sense and lived experience.

Question 32 also asks for the identification of "all travel mode options that this project promotes, enhances, or supports" (emphasis added), and yet many roadbuilding projects claim not to promote the "single driver" travel mode, but only things that might sound better. For example, we are told by Question 32 responses that:

- Widening Braddock Road from 2 to 4 lanes supports bus travel and walking, *but not single driver transportation*;
- Widening Loudoun County Parkway from 4 to 6 lanes supports bicycling, metrorail, and walking, *but not single driver transportation*;
- Widening Croson Lane supports bicycling and metrorail, *but not single driver transportation*;
- Widening VA 659 supports walking, *but not single driver transportation*;
- Building a new 4-lane road (Crosstrail Blvd.) supports bus travel and bicycling, *but not single driver transportation*;
- Widening Northstar Blvd. supports bicycling and walking, *but not single driver transportation*;
- Building a new 4-lane road (Marina Way) supports bus travel, walking, bicycling, and carpooling, *but not single driver transportation*;
- Building a new 4-lane road (Williamson Blvd.) supports bus travel, bicycling, and walking, *but not single driver transportation*; and
- Building a new 4-lane road (Observation Drive Extended) supports bus travel and walking, *but not single driver transportation*.

Not every roadbuilding project refuses to admit that it supports single driver transportation, but the extent to which this patently obvious selection is avoided suggests a deliberate pattern of obfuscation.

Obviously, something is seriously out of joint with the TPB process. As you know, among the roads that “business as usual” will build is the road to climate catastrophe. We all, at every level, need to be doing all we can to head off the worst effects of the climate crisis. This includes the TPB.

And that is clearly not happening with the TPB process, which seems biased toward business as usual, and endless roadbuilding.

The public expects better than this. According to TPB’s own survey of public sentiment, some 84% of the region’s residents want the plan to address climate change – significantly higher than the 69% who said that traffic congestion was a concern.

It is clear that the “Visualize 2045” process needs an immediate reset – unless the 2045 we are visualizing is one of climate disaster. There is no time left for relying on excuses and phony answers to continue business as usual. If we are to take action to address the climate crisis, we must actually take action, not just kick the can down the latest newly-built road.

“Visualize 2045” should help member jurisdictions, and all of us, to imagine a sustainable, equitable, healthy transportation future, not limit our vision to more and more roads.

To help bring forth a brighter, more optimistic vision, among the options I urge the Board to consider are:

- directing the staff to develop a “climate friendly” plan that can be considered as an alternative to the “business as usual” plan, and
- directing the staff to seriously revise the current plan (deleting road projects that will increase GHG emissions, and focusing more on transit and street projects that will make communities more walkable, with more transit options).

Thank you for the opportunity to comment on this important subject. I hope that you, and all the members of the Board, will act with the wisdom and courage needed to protect the interests of our great grandchildren, and of theirs.

Sincerely,

John Clewett
Co-lead, Lewinsville Faith in Action

Comments on the Transportation planning Board’s long range transportation plan Visualize 2045

The local chapter of Elders for Climate Action stand with other environmental groups, specifically the Coalition for Smarter Growth and the Sierra Club, as well as an overwhelming majority of Maryland residents in opposing the current long range transportation plan for failing to address the urgency of the climate crisis.

In spite of its own directive to prioritize equity, reduce vehicle miles, emissions and land use it’s proposed projects continue using outdated models to put its resources into highway widening projects that are at odds with regional and local policy goals on climate.

We support a plan that uses best climate friendly practices in land use and greater accessibility for pedestrian, bicycle and public transportation, and limits highway work to the essential.

Thank you,
Cathie Nelsen, member Elders for Climate Action DMV chapter

Attached.

Thank you for considering our concerns.

Barbara Coufal, Co-Chair
Citizens Against Beltway Expansion

Appendix B

**Information to support board action
on Visualize 2045:**

**TPB April Work Session Summary
with attachment from the Commonwealth of Virginia**



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Summary: TPB Work Session: Facilitated Review of Technical Inputs (April 21, 2021)
DATE: May 13, 2021

This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's April 21, 2021 work session. This memorandum also summarizes the responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

INTRODUCTORY REMARKS

Welcoming members to the work session, board Chair Mr. Charles Allen noted the purpose of the session as additional time and an opportunity for members of the board to share, with board colleagues or staff, any comments they may have and to pose any questions that members may have on the new and existing projects in the plan to the transportation agencies. He noted that this review by the board members was happening concurrently with the review by the public.

He then asked TPB staff director, Kanti Srikanth, for an overview of the plan update process.

Responding to Mr. Allen's request, Kanti Srikanth explained the plan update process that the TPB is currently engaged in. Mr. Srikanth noted the following three points:

1. Timeline, Air Quality Conformity requirements and next steps: Per federal requirements, all elements of the long-range transportation plan must be updated at least once every four years. The last plan update was in 2018, the plan was then amended in 2020. The TPB must complete the next update in 2022. Since our region has not attained the federal ozone standards, we are required to complete a technical analysis, the air quality conformity analysis, before we can adopt an updated plan; the projects that are being reviewed now are those proposed to be included in the air quality conformity analysis; the TPB will be asked at its June 2021 meeting, to approve the inputs to the air quality conformity analysis.
2. Scope of changes during review period: During the session, board member discussion can include comments or questions not just on new projects OR the major changes proposed to projects already in the plan; board members can comment and question any and all projects that are in the plan even those with no proposed changes in this update. Members can provide their own perspectives on how the projects support the goals and policy priorities, noting that the board has a comprehensive set of social, economic and environmental policy priorities. While the board could act to remove projects from the list that goes into the analysis, the board will not be

able to make changes to a project or add projects without the agreement of the agency responsible to build, operate, maintain and fund the project.

3. Opportunities for continued plan updates: While the federal requirement is for an update every four years, it does not preclude more frequent updates to the plan. Should the TPB desire to do so either through amendment OR an update; such a decision to amend or update the plan could be triggered by substantive changes in funding, the project mix, demographic data or other factors affecting the region's long-range transportation plan and programs.

Stacy Cook, Transportation Planner provided a background with key considerations as to the process requirements and established policy priorities of the board. The presentation materials and comment period packet discussed by the board during the work session can be found on the April TPB meeting page: <https://www.mwcog.org/events/2021/4/21/transportation-planning-board/>

GENERAL COMMENTS

During the April 21 work session, members of the board provided advice to staff as well as comments and observations about the technical inputs:

Advice to and questions for staff:

- Members of the board noted that in their review of the comment period materials, some of the responses to the regional policy questions (as documented in the final December 2020 Technical Inputs Solicitation) appeared incomplete. They asked for more complete responses to these questions. For example, some board members noted some of the narrative responses requested in the solicitations (34b, 40b, 44a and 44b), which they considered as required, were not complete. They advised staff to work with the technical members to complete these questions. Some members noted that it was their responsibility to execute the process, diligently follow their own procedures, and that if they were to vote, they needed complete information.
 - **Response:** *TPB staff have been working this spring to update responses for all capital projects in the plan, including existing projects. They will work with technical staff in the region to address the board member comments on the completeness of the responses for both proposed and existing projects.*
- A board member noted that activity centers are out of date, and inquired as to how we get new designations for activity centers?
 - **Response:** *TPB Director Srikanth noted that the activity centers noted in the solicitation process are regional activity centers that was developed by COG. He said that the process to develop the criteria and establish the existing 141 regional activity centers took about two years, and indicated that there are not plans at COG or TPB to update those at this time, but when they are updated, criteria could be revisited. He noted, however, adopting a set of regional activity centers by COG does not preclude local jurisdictions identifying their own activity centers that serve the local community and economy.*
- In response to a question to Director Srikanth about the policy questions in the Technical Inputs Solicitation, he asked board members to clarify if they were looking for quantitative or qualitative information, members clarified that they were looking for completeness in the responses the questions (32-45).

General observations and comments

Topic: land use:

- Board members noted that places have different needs based on land use and local context. For example, outer jurisdictions do not have mass transit available nor the land use densities to support making a major investment in it. They noted that the outer jurisdictions have different needs, context, and issues to consider than those of the core and inner suburbs and noted that transit demand in these areas is generally for commuters. Members pointed out that when considering TPB policy priorities as well as local needs, there is not a one-size-fits-all approach.
- Some board members noted the relationship between land use, equity, and transportation options, commenting that housing is expensive near transit stations and that many people in the workforce rely on other modes of transportation in addition to transit.
- Other board members noticed that while land use has implications for transportation needs, transportation projects also impact land use form and development, and therefore impact future transportation demand.

Topic: Climate change mitigation, greenhouse gas and VMT reductions:

- Some board members noted a need for an aggressive approach to reduce greenhouse gasses and mitigate climate change. Others noted an interest in the quantitative VMT impacts of projects and the related GHG impacts. Some members suggested we need to look at the individual projects.
 - **Response:** *Some technical staff from the region responded by saying that most projects are typically developed based on best practices in the industry and the benefits that can be expected by project type.*
- A board member asked about how projects were evaluated as a whole for Virginia. Another board member (from VDOT) noted that quantitative VMT and GHG reduction assessments are not conducted for many projects, especially when in the early planning phases, adding that these may be done for larger and more developed projects as part of the National Environmental Policy Act (NEPA) review process (please see supplemental information provided by the Commonwealth of Virginia staff that follows this memorandum). Noting that the update to the VTrans long-range plan was underway, a member noted that VDOT staff can see if those conducting VTrans have done that type of analysis. Noting that for the evaluation of projects as a whole, VDOT looks to TPB to conduct the regional analysis, Director Srikanth was asked about the regional/systemwide analysis on greenhouse gas reductions for the updates of the long-range transportation plan:
 - **Response:** *Director Srikanth noted that for many years, for each update and amendment to the long-range transportation plan and Transportation Improvement Program (TIP), the greenhouse gasses analysis of all projects as a set has been conducted by staff and reported to the board.*
- Some members sought a complete response beyond a yes/no answer (question 40a) regarding the greenhouse gas (GHG) impacts of individual projects, preferably quantitative analysis but at least complete responses (question 40b asks for an explanation).
- A number of other board members commented that while there is an effort to reduce or limit road projects, major transit investments are not an option everywhere, and that allowing additional congestion to cause delay by not completing road projects to reduce congestion will likely result in more harmful emissions, not less. In regard to the merits of having roadway projects, some board members noted that having the traffic moving, rather than idling, is important to minimize emissions. Supporting this comment, some members noted that there will be a continuing need for roadways based on the demand for use of personal vehicles, which are increasingly 'greener' and less reliant on petroleum products.

- Some board member commented that in some locations in the region, there may be a need for roads and roadway projects as areas urbanize. Others reflected that if a project does not reduce greenhouse gas emissions, it may still provide benefits, acknowledging that there may be instances where a project that does increase the VMT and greenhouse gas emissions may also be necessary to address other priorities. One project discussed in this discussion was the Loudoun County, US-50 North Collector, which is a new road that would project connectivity, not only for vehicles but also for transit, and bicycles and pedestrians. Members of the board noted that it needed information about VMT and GHG reductions. Representatives from the county noted that while this information has not been studied, the project has been assessed by a consultant and is expected to significantly alleviate congestion, which can help to reduce emissions from idling in congestion.
- Some board members referenced concerns about induced demand from roadway widening projects. Others noted that it would be helpful to have information about what types of demand-management strategies are considered before widening a roadway.

Topic: Balanced Transportation Network

- Several board members noted that the region has faced considerable congestion, and that many board priorities and discussions have focused on addressing that issue. They noted that some transportation system improvements are needed for that reason and that the discussion doesn't need to be a choice between transit and roads. Some members noted that the focus should be on looking at the transportation system as a dynamic multimodal network, with travel demand management continuing to be an important and important goal to grow.
- Some board members reflected that today, most the projects are multimodal. The large projects have various strategies to reduce the VMT such as travel demand management or transportation management plans.

QUESTIONS RECEIVED BY EMAIL REVIEWED DURING THE MEETING

Questions provided by email from TPB Board Member, Ms. Kelly Russell; responses provided by TPB Staff.

1. **There are some very large road projects in here. Will there be any indication as to whether road projects are on net harmful to our pollution, climate, and safety goals?**
 - **TPB Staff Response:** *The TPB's regional air quality conformity analysis will provide an estimate of ozone related emissions and greenhouse gases (GHGs) in future years that the region can expect with all of the proposed roadway and transit improvements projects in the constrained element of the plan and the assumed future land use. This estimate, however, cannot be conducted for each individual project in the plan. Rather it will be one estimate of the collective effect of all 500-plus roadway and transit projects that are reflected in the analysis, along with the projected growth in the 23 member jurisdictions covering the TPB's Planning Area (more than 3,500 sq. miles).*

Typically, large projects are required (by state or federal processes) to conduct a project-level planning analysis. The TPB member agencies conduct such studies and they would be able to provide information on the net impact on pollution or safety. We know, for example, that the

Commonwealth of Virginia has a process where projects requesting state or regional funds have to show how the project performs across a set of metrics.

(The tools we have are good at large regional level and often times impacts of individual projects are not clearly seen with these tools. There are other tools available and used to evaluate individual projects at a closer level, we do not have these ready or the staffing resources to do this).

2. **Are projects that improve walking and bicycling access to transit subject to any additional quality check? A new unprotected bike lane on a 45 mph, widened road does not improve access.**
- **TPB Staff Response:** *At the TPB as part of its process there are two checks that are done for all projects, not just for walk/bike projects – these are at a high level and not an engineering and design level. The first check we do is funding: before we add the project to the Transportation Improvement Program, we work with the agencies to determine that funding is available and commitment or reasonably expected to be provided. The second check we do is ask would this project change the roadway capacity – by taking away a lane for example, and if so then we will have to include the project in our air quality conformity analysis.*

Any checks about the engineering design of facilities or safety features are not typically reviewed by the TPB. If a member brings a project that is either in the TIP or proposed to be added to the TIP which perhaps is not supportive of the TPB's policy priorities, then the TPB would write to the agency and could even withhold adding the project to the TIP (which is needed for the project to access any federal funds). The TPB has said that protected bike lanes provide the most safety, especially on major roadways and encourages member jurisdictions to pursue this.

PROJECT-SPECIFIC COMMENTS

Comment: TPB Chair Allen asked about the the H and I Street bus lanes, looking for information as to how or in what ways DDOT has estimated or produced evidence that shows the impact of the project on VMT and greenhouse gas emissions.

- **DDOT Response:** *Megan Kanagy, the Bus Priority Program Manager for DDOT, responded that DDOT is not doing any technical analysis to estimate the greenhouse gas emissions or VMT reduction as a result of bus priority projects, specifically. She noted that that is beyond the scope of what the agency typically does. DDOT knows from best practices that projects such as these are part of kind of overall effort to shift people to taking transit by making transit faster and more reliable.*

Mr. Allen followed up to clarify that for bus priority lanes, there is a foundational theory behind it, as to being able to move more people on bus transit. He then asked to confirm that there has not been an analysis of mode shift resulting from DDOT making transit more efficient and a better experience, thereby reducing VMT compared to if people had chosen to drive solo occupancy vehicles or carpooling.

- **DDOT response:** *Ms. Kanagy confirmed that DDOT has not conducted that specific analysis for this project. She noted that H and I Street has existing lanes from the pilot study and that this project is an upgrade to that design based on what was learned during the pilot period to help*

make it work better, such as reducing the lanes from right-turning vehicles, and providing a second bus lane in a couple locations where buses had been laying over in the curb lane. She further responded as to the data availability that for H and I Street: the analysis that DDOT has (pre-Covid) was showing travel time benefits about 10 percent across different times of day, with low investment cost – mostly paint. She noted that DDOT will be working with WMATA to analyze how this new design is working and could possibly provide some estimates. While that detailed modeling for D.C.-specific projects has not been done, DDOT certainly look into future monitoring as similar types of improvements are implemented.

- **DDOT Post-Meeting Follow-up Response:** in the DDOT Regional Policy Response summary tables, DDOT provided additional follow up to this question regarding H and I street bus lanes estimated impacts on GHG (question 40b): This project will improve transit speeds and reliability and reduce SOV emissions through increased bus ridership. WMATA's analysis of the pilot lanes on these roads found that travel times fell an average of 10% and DDOT anticipates further time reductions with the improved designs. DDOT also references the [findings of New York City](#), which found ridership gains of 10% - 20% in instituting its Select Bus Service program.

Comment: Mayor Newton of Rockville, Maryland, provided the following comment on the I-495 / I-270 Express Lanes project. This project was included in the 2018 update of Visualize 2045 and MDOT has proposed additional changes for the current update of Visualize 2045: The City of Rockville has unanimously voted against this project even with the modifications and requests the TB do the same. The City, along with the County Council, will be sending a letter shortly regarding that. The project, even with the modifications puts additional burdens on the city of Rockville, noting the 3 bridges the City owns over I-270, the taking of one general purpose lane, the high tolls, including perhaps 7 dollars a mile for trucks, and the impact on local streets especially from those trying to get around a blockage on the managed lanes. The City does not believe the project responds to COG's goals of quality, air quality, greenhouse gasses, or social justice noting that the project creates inequity with only have one free lane from I-370 South. Additionally, the project doesn't provide transit option from Blacksburg I-370 north to I-70.

- **MDOT Response:** Regarding transit and the TRP: We are working with all stakeholders, including Frederick, Montgomery, and Prince George's County on incorporating transit. Our transit working group, was started in May of 2019. To inform the discussions of this working group, MDOT is including an analysis of what I-270 could potentially look like with community bus service, connecting Frederick County all the way to Tyson's, Virginia. Those are ongoing discussions that we're currently having with representatives as part of this project. If it does move forward with the build alternative, we would dedicate a portion of the total revenue to transit service improvements. Those will be finalized and P3 section agreement. That's currently scheduled for 2022.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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May 11, 2021

Overview of VDOT Environmental Stewardship Initiatives

This summary is in response to a request at the April 21 TPB work session on Visualize 2045 for a summary of VDOT's efforts to address climate change and mitigate greenhouse gas production. Environmental stewardship is a focus across the Commonwealth of Virginia, and VDOT and DRPT are playing a major role. Throughout the state, environmental stewardship is integral to what we do.

Virginia's Commitment to Environmental Stewardship

Climate change and air quality are prominent in the Commonwealth's plans and policies. The Commonwealth's commitment to air quality is illustrated by the recently enacted Executive Order 43 and SB 851. Executive Order 43 is intended to ensure that the modernization of Virginia's electric grid is done in a way that prioritizes carbon free sources of electricity to reduce our environmental impact and mitigate the impacts of climate change.

(<https://www.governor.virginia.gov/media/governorviriniagov/executive-actions/EO-43-Expanding-Access-to-Clean-Energy-and-Growing-the-Clean-Energy-Jobs-of-the-Future.pdf>).

Similarly, The goal of SB 851 (<https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+SB851>) is 100 percent carbon-free electric energy generation by 2050 at least cost for ratepayers. VDOT's top transportation leaders discussed environmental stewardship, including greenhouse gas mitigation and resiliency in the face of climate change, at the April 20, 2021 Commonwealth Transportation Board Meeting. This discussion begins 39 minutes into this video:

https://www.youtube.com/watch?v=ETjpTT26su0&list=PLw3yV1Midq46Z8a_MUzfEigR15h9L4CCy&index=1

Transportation Agency Efforts to Protect and Improve Air Quality

On the transportation front, VDOT and DRPT are involved in a wide range of environmental stewardship initiatives ranging from littering abatement to groundbreaking planning and research involving climate change mitigation and resiliency. We are also preparing for a clean energy transportation fleet and automated/connected vehicles.

Greenhouse Gas Mitigation Planning and Projects

Greenhouse gas mitigation is one of the environmental areas the Commonwealth is focusing on. VDOT is a national leader among state DOTs in developing assessment techniques for air quality and greenhouse gases. VDOT is preparing a Statewide Planning Level Greenhouse Gas Analysis that includes a mobile source inventory of highway, transit, and rail emissions for a base year and

the 2040 build and no-build scenarios. This will include operational (tailpipe), construction and maintenance, and fuel cycle emissions. VDOT is currently scoping a GHG Pilot Project that will include a quantitative GHG analysis of the I-95 Corridor between the Springfield Interchange and Fredericksburg. The Southern Environmental Law Center is assisting with scoping. Both of the above studies will help inform ways that VDOT can better address GHG and climate change in project development and funding.

This focus is not limited to policies and planning, as VDOT and DRPT fund or implement a number of transportation initiatives designed to improve air quality and mitigate climate change. These include bicycle and pedestrian projects, travel demand management (TDM) programs that seek to reduce the amount of commuting in single-occupancy vehicles, and investment in electric vehicles and charging infrastructure. Additionally, DRPT distributes funding to transit agencies and the Commonwealth, along with Maryland and DC, provides substantial funding to WMATA. This funding was increased significantly two years ago. Virginia localities also provide funding to WMATA.

Multi-Modal Projects

It is important to note that VDOT and DRPT, along with our local government partners, prioritize multi-modal projects, intelligent transportation systems and operational improvements in the Virginia planning and funding process. This multi-modal approach, coupled with coordination of transportation and land use planning and far-sighted advance preparation for advanced transportation technologies.

“Mega Projects”, such as I-66 Inside and Outside the Beltway, exemplify this approach. . The Demand for travel in the I-66 corridor will only continue to grow, but the two mega-projects are accommodating this demand through a multi-modal approach that dis-incentivize single occupant vehicles and provides transit, bicycle and ridesharing alternatives. These projects are using variable congestion pricing, technology, travel-demand management programs and new transit services to focus on moving more people rather than more cars. Some of the tolls from these projects will fund new transit services administered through the Northern Virginia Transportation Commission. I-66 outside the Beltway was designed to not preclude future Metrorail extensions, and a network of park-and-ride lots are being provided. A new separated bike and pedestrian trail are being funded along I-66 Outside the Beltway, and new bike/pedestrian improvements are being provided as part of the I-66 Inside the Beltway project.

VDOT and DRPT oversee hundreds of smaller projects, and these projects are subject to official state policies requiring provision of pedestrian and bicycle accommodations. Virginia’s performance based project selection program, Smart Scale, heavily incentivizes projects which provide bicycle/pedestrian accommodations, transit connections, operational improvements rather than capital intensive road widening, and careful consideration of land use impacts of transportation projects.

Under state law, comprehensive plan amendments and major rezoning cases must be submitted to VDOT’s Land Development staff for review by VDOT and DRPT so that land development and transportation are planned in a coordinated manner. DRPT has developed Multimodal System

Design Guidelines (http://www.drpt.virginia.gov/media/1055/drpt_mmsdg_final_full.pdf) which encourage provision of transit, bicycle and pedestrian accommodations as central features of new walkable, transit oriented neighborhoods, districts and corridors. VDOT is authorized to waive certain dimensional standards for roadways in areas covered by these plans so that the limited rights of way can accommodate alternative transportation modes.

Planning for Resiliency

VDOT, along with regional and local agency partners in the state, have already engaged in efforts to plan for resiliency. As part of the development of VTrans, Virginia's Long Range Transportation Plan, the Office of Intermodal Planning and Investment undertook a vulnerability assessment. Initial work for this assessment conducted in 2019 established a definition of climate change vulnerability and resilience for the agency; created a draft vulnerability assessment methodology to score the state's transportation assets based on exposure, sensitivity to climate change, and adaptive capacity; and performed a review of Virginia's transportation vulnerability assessments. The Office is working to refine the indicators and weighting approach as needed, finalize remaining data collection, and produce a vulnerability rating for each segment of the National Highway System and for each bridge under the state's jurisdiction.

Appendix C

**Information to support board action
on Visualize 2045:**

**Conformity Input Tables
updated based on Inter-agency review**

Draft, March 2022 **2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS**
(transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	
						Complete	PIT Project ID
DDOT							
613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	2023 2026	5754
793	WATEREXT	Implement	DC Circulator Expansion	Navy Yard Route Realignment	36th St.	2018 Complete	6103
794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	2018 2026	6103
		Implement	DC Circulator Realignment	Potomac Ave.	Skyland	2018 Complete	6103
822	HIBUS	Implement	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	2019 Complete	CE3196
823	HIBUS	Implement	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2019 Complete	CE3196
		Construct	K St. NW Transitway	9th St. NW	21st St. NW	2024 2025	CE3081
610	DCSTGTWN	Construct Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	2030 2040	CE3081
989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2020 2022	6638
		Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021	3212
7823		Study	7th St. NW Bus Improvements	Massachusetts Avenue	Pennsylvania Ave.	Not Coded	3212
7835		Study	H St. NW Bus Improvements	14th St. NW	North Capitol St.	Not Coded	3212
7834		Study	Minnesota Avenue SE Bus Improvements	Pennsylvania Avenue SE	East Capitol Street	Not Coded	3212
10614		Study	MLK Ave SE Bus Improvements	Good Hope Road	Redwood Street	Not Coded	3212
MDOT/MTA							
617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	2028 2035	CE1649

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(transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2020 2023	2795
480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
Montgomery County							
669		Study	Countywide BRT	various corridors		Not Coded	
	RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2035 2030	CE3663
	MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2045 2030	CE3424
	VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2030 2025	CE3103
982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
	29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020 2021	CE1253
VDOT							
1028		Construct	Long Bridge	Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia	L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia	Not Coded 2030	
3680		Construct	VRE 4th Track Project	L'Enfant Interlocking	Virginia Interlocking	2028	CE3758
1029		Construct	Alexandria 4th Track Project	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road	2025 2028	

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DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1030		Construct	Franconia to Occoquan 3rd Track Project	One mile north of the Franconia-Springfield VRE station (CFP 98.8)	Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08)	2028	
		Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	2025	CE2420
504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways) - associated with 3rd and 4th Track Projects	Fredericksburg and Manassas lines		2028 2035	CE2832
795	US1VABUS	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035	CE1942
861		Construct	Crystal City Transitway: Northern Extension - complete dedicated lanes	Crystal City Metro Station	Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)	2022	CE3521
	MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025	
	MWAYROW	Construct	Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030	
677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded	CE2685
489	POTYDS	Construct	Metro Station	Potomac Yard		2024 2022	CE3013
493		Construct	Park-and-Ride Lot-Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2022 2023	CE2188
670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014 2019 complete	CE2871
499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015 2024	
503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2020 2022	CE1981

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DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1018	SILVER 2	Construct	Park-and-Ride Garage	Herndon-Monroe Station		2020	CE3700
1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020	CE3700
629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	2020 2022	CE2831
505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	Pentagon & Landmark	2026 & 2035	CE2930
1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026	CE2930
507	NRS	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023	CE3071
508	ALEXBUS	Implement	DASH Service Expansion	citywide		2020 2030	CE2933
820	BELTHOT	Implement	Beltway HOT lanes transit service			2020	
821	BELTHOT	Implement	Beltway HOT lanes transit service			2030	
509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	2024 2027	CE2932
672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018	CE2695
673		Construct	Sterling Park and Ride Lot		200 Spaces	2014 2019 complete	CE3357
674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019	
675		Study	Western Loudoun Park and Ride Lot		250 Spaces	Not Coded	CE3359
797	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2025	CE3484
798	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2030 2040	CE3484
799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2024 2022	CE3448
800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2025 2030 & 2040	CE3448

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(transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021	CE3448
802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021	CE3448
803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021	CE3448
804		Expand	I-66 Corridor Park and Ride lot	Prince William Pkwy (Cushing Rd)		2021 2040	CE3448
806	NRS	Construct	I-66 Corridor Park and Ride garage	Monument Drive	garage replaces surface lot	2021 2023	CE3448
808	US1BRT	Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	Huntington Metro to Hybla Valley to Ft. Belvoir to Woodbridge VRE	2030	CE3496

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2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE2860	605	DI9		Reconstruct	I 295 Interchange at Malcolm X Blvd.	Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road						2020 2022
CE2813	604			Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	2018 2019 Complete
3423	541	DP9A	AW011, AW024 A, AW001 A, AW025 A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	2021 2025
5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2021 2022
6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021
CE3196	582	DS27		Reduce Capacity	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	3	3	5	4	2019 Complete
CE3196	583	DP38		Reduce Capacity	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2	2	4	3	2019 Complete
3212	11116			Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021
3212	11117			Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021
3212	11118			Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021
3212	11119			Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021
3212	11120			Reduce Capacity Bus Lanes	I Street NW	13th Street	14th Street	2	2	3	2	2021
3212	11121			Reduce Capacity Bus Lanes	I Street NW	16th Street	Connecticut Ave	2	2	3	2	2021
3212	11122			Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021

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2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3212	11123			Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021
CE3077	558	DP42	ED0C2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	2020 2022
6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2021
CE3075 6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2019 2021
CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2020 2021
6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2015 2022
3232	663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2	2016 Complete
3232	701	DS8		Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2016 Complete
3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2016 2021
3232	704	DS11		Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2016 Complete
3232	705	DS12		Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			2	1	2016 Complete
6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2019 2023
6195	710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2019 2023
3232	707	NRS		Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2020 2021
CE3447	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2020 2025
CE3447	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2021 2025
CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2021 2040
CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2021 2040
CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2021 2040
3232	709	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2020 2021
3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2019 2030

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			4	2 3	2019 2030
3232	832	in base		Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			3	2	2021
3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	2020 2022
3232	835	DP22		Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	3	2020 2040
CE3651	944	DP32		Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	Massachusetts Avenue NW	3	3	2	1	2020 2021
CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	3rd Street NW 7th St NW	1st Street NE			6 4	4 2	2020 2021
CE3654	947	DP35		Reduce Capacity - bike lanes	Pennsylvania Ave	2nd Street SE	14th Street SE	2	2	6	4	2020 2023
CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	2020 2024
CE3653	949	DP37		Reduce Capacity - bike lanes	Irving Street NE/NW	Michigan Avenue NE	Warder Street NW			6	4	2020 Completed
3232	1013			Reduce Capacity - bike lanes	9th St NW	New York Avenue NW	H Street NW			3	2	2030
3232	1013 831	NRS		Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	2 3	2019 2030
3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	2019 2030
3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	2020 2022
3232	1009			Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd St	17th St.			8	6	2021
3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	2020 2040
3232	1007	DS29		Reduce Capacity - bike lanes	K St NE	1st St	8th St			3	2	2019 Complete
3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood	West Virginia Ave			4	3	2020 2022
3232	1005	DS31		Reduce Capacity - bike lanes	M St SE	Half St	11th St			6	5	2020 2022

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								Fr	To	Fr	To	
3232	1004	DP41		Reduce Capacity - bike lanes	Florida Ave NE	West Virginia Ave	14th St			3	2	2019 Complete
3212	7820			Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	2021
3212	7838			Reduce Capacity - bike lanes	17th St. Bike Lanes	New Hampshire Avenue NW	K St. NW	3	3	4	2	2021
3212	7821			Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022
3212	7827			Reduce Capacity - bike lanes	21st St. NW	Constitution Ave NW	Massachusetts Ave NW	3	3	3	2	2021
3212	7839			Reduce Capacity - bike lanes	Kenyon St NW, Irving, St NW and Michigan St NE Protected Bike Lanes	Warder St NW	4th St NE	3	3	8	6	2020 Completed
3212	10675			Reduce Capacity - Bus Lanes	M Street SE	10th Street	Half Street	3	3	6	4	2020 Completed
3212	7824			Reduce Capacity - Bus Lanes	Martin Luther King Jr. Ave SE	W Street	Redwood Street	3	3	4	2	2020 Completed
3212	7836			Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022
3212	7825			Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021
3212	7837			Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022
6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2020 2022
6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2020 2022
6638	838	NRS		Reconstruct	16th Street NW	W Street NW	H Street NW			4	4	2022
CE3081	841	DP25		Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	2030 2040
CE3081	842	DS26		Reduce Capacity - Streetcar	New Jersey Avenue NW	H St NW	K Street NW			3 lanes 1-way	1 lane each 2-way	2030 2040
CE3081	844	DP26		Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	2030 2040
CE3081	845	DP27		Reduce Capacity - Transitway	K Street NW	9th Street NW	12th St NW			4	2	2021 2025
CE3081	846	DP28		Reduce Capacity - Transitway	K Street NW	12th St NW	21st St NW			6	4	2021 2025

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								Fr	To	Fr	To	
CE3081	847	DP29		Reduce Capacity - Streetcar	K Street NW	21st St NW	25th Street NW			4	2	2030 2040
CE3081	848	DP30		Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2030 2040
CE3081	849	DP31		Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2030 2040
MDOT												
	Interstate											
	126	MI2Q	MO8391	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
6432 CE1186	125	MI2U1	AW0731	Construct/Widen	I 270 Toll Lanes	I 495	I 270Y	1	1	4 + 2 HOV	4 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	892	MI2U2	AW0731	Construct/Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	893	MI2U3	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB ETL	2025 2030
6432 CE1186	893	MI2U4	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	894	MI2U5	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB +1 HOV NB +2 ETL	2025 2030
6432 CE1186	894	MI2U6	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	895	MI2U7	AW0731	Construct/Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT +4 ETL	2025 2030

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								Fr	To	Fr	To	
6444	952	MI2TSB6		Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete
6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2019 2021
6444	954	MI2TSB8		Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
6444	955	MI2TSB12		Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
6444	956	MI2TNB1		Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2019 2021
6444	958	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	South of MD 28 slip ramp to express lanes	North of MD 28 slip ramp to local lanes	1	1			2019 2021
		MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
		MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
		MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019
6444	962	MI2TNB5		Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2019 2021 complete
	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2025 2022
				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
CE1479	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
6432 CE3281	696	MI1Q	AW0731	Construct/Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y	1	1	8/10	8/10 + 4 ETL HOT	2025
6432 CE3281	856	MI1R	AW0731	Construct/Widen	I 495 Toll Lanes	I 270Y	MD 355	1	1	6	6 + 4 ETL HOT	2025

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								Fr	To	Fr	To	
6432 CE3281	905	MI1S	AW0731	Construct/Widen	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 ETL HOT	2025 2030
6432 CE3281	906	MI1T	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	907	MI1U	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	908	MI1V	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 ETL HOT	2025 2030
CE1182	909	MI1W	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 ETL HOT	2025 2030
Primary												
3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
CE1202	935 936	NRS	PG2531	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2030 2035
CE1200	370	MP9	CA4131	Widen	MD 2/4 Solomons Island Road	North of Stoakley Road/Hospital Drive	South of MD 765A (south junction) just south of Parkers Creek	2	2	4	6	2040— 2045
CE1200	913	NRS	CA4131	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2040 2045
CE2246	645	NRS		Reconstruct	MD 4 Interchange	at MD 235		2	2	2	2 4	2031
	127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
CE1194	355	NRS	PG9171	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
3547	393	NRS	PG6181	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
CE1194	933	NRS	PG9171	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
CE1196 3469	440	NRS		Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2030- 2035

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								Fr	To	Fr	To	
3469 CE1196	205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2030 2035
	354	NRS	PG1751	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019
3469 CE1196	441	NRS		Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2030 2035
CE3567	914	MP15B	FR1881	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2045 2040
CE3566	915	MP15A	FR1881	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
CE913	358	MP15	FR5711	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2019 2018 complete
3641 CE1197	211	NRS	MO891 1	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
CE1197	551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
CE1197	552, 919, 918	MP19A MP19B MP19C		Construct	US 29 Columbia Pike Interchange	at Stewart Lane, Greencastle Road, & Blackburn Road		5	5	6	6	2045
	647	MP5E-NRS		Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
CE3425	941	NRS	PG0641	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022
CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035
CE1190	387	MP14	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
	353	NRS	PG7001	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
4879	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
CE1004	940	MP8E		Widen	US 301	Harry Nice Bridge	I-595 / US 50	2	5	4/6	6	2045
CE2239	939	NRS	CH2031	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2030 2040
CF2239	938	NRS	CH2031	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2030 2035
CE1619	937	NRS		Construct	US 301 Interchange	at MD 197		5	5	6	6	2030 2035
Secondary												

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								Fr	To	Fr	To	
3476 CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
3476 CE1462	925	NRS	MO8861	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
3476 CE1462	926	NRS	MO8861	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
3476 CE1462	927	NRS	MO8861	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
3476 CE1462	928	NRS	MO8861	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
3476 CE1462	929	NRS	MO8861	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
CE2618	931	NRS	MO2241	Widen-Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	7/8 6/7	2025 2030
CE1211	392	NRS	MO8521	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
	135	NRS	MO8541	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
CE1203	115	MS32		Widen-Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	2 3	2 3	2/4 4	4	2030
CE1203	921	NRS		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2/4 2	2/4 3	2030 2035
3057 CE1206	118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
3057 CE1206	1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
CE2253	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2025 2030

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								Fr	To	Fr	To	
CE2261	924	MS36A	FR5491	Construct/Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2030 2035
	857	MS36B	FR6781	Construct/Widen	MD 180	I 70 (west junction)	Ballenger Center Drive	4	4	2/4	4	2021
CE1204	359	MS10B	PG9491	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
CE1204	965	MS10E	PG9491	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
CE2248	942	NRS	PG5811	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045
CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020 2030
	516	same as MC15B	MO344 1	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
6384	152	BRAC nrs	MO593 1	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
Frederick County												
	Secondary											
	648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
	993	in FS3		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
	879	NRS		Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
	691	NRS	F3	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
Montgomery County												
	Secondary											
3498	208	NRS		Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
5944	597	NRS		Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020 2013 Completed
CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020 2030
3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025 2030
				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035

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								Fr	To	Fr	To	
CE1245	172	MC11A		Construct	M 83 MidCounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025-2045
CE1245	204	MC11D	509337-1	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025-2045
	113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
CE1229	161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025-2045
3703	214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022-2045
				Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
				Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
CE2912	428	NRS		Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2019-2021
Urban												
5985	421		501204-1	Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020-2026
5985	422			Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020-2026
5986	424		501116-6	Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020-2030
5986	425		501116-1	Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020-2030
5986	423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020-2030
Prince George's County												
Secondary												
6367	361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2023-2026
6367	362	NRS		Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2025-2028
CE1270	386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025-2028
CE1320	365	PGS73	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2025-2030
CE1272	388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road Clearfield Road	4	4	2	4	2025-2024

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE1272	389	PGS9b		Widen	Bowie Race Track Road	MD 197 Laurel-Bowie Road	Old Chapel Road	4	4	2	4	2025
CE1273	390	PGS10		Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
CE1274	418	PGS12		Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
CE1275	134	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
CE1277	140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
CE1277	138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
CE1278	141	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete
CE1279	142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2021 2028
CE1280	144	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020 2014 Complete
CE1280	143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
CE1281	145	PGS21a		Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
CE1282	146	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
CE1283	147	PGS24b		Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2025
CE1283	155	PGS24a		Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
CE1284	156	PGS25		Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
CE1285	157	NRS		Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
CE1287	159	PGS29		Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
CE1288	160	PGS30b		Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025

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								Fr	To	Fr	To	
CE1288	162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
3132	164	PGS34a		Widen	Hill Road	MD 214 Central Avenue	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
3132	163	PGS34B		Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2018 2028
CE1015	416	NRS		Construct	Iverson Street Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
CE3438	666	PGS35		Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020 2025
CE1291	417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2025 2028
	213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
		PGS40b		Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
CE1292	166	PGS39b		Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020
CE1295	360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
CE1294	167	PGS42		Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020 2017 Complete
CE1294	2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
CE1295	169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
CE1295	168	PGS44a		Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
CE1296	171	PGS46		Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Odell Road	4	4	2	4	2020

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								Fr	To	Fr	To	
CE1297	173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020 2028
CE1298	174	PGS48		Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2025
CE1299	649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020 2028
CE1533	395	PGS90		Construct	Old Fort Road Extended	MD 223 Piscataway Road	Old Fort Road	4	4	0	4	2020
	369	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
CE1324	193	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025 2020 Complete
CE1301	150	NRS		Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2025
CE1302	176	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
CE2623	153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020 2028
CE1303	177	PGS57		CE1197	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
CE1304	178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
CE1305	179	PGS60B		Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2025 2020 Complete
CE1306	109	PGS61		Widen	Springfield Road	Lanham Severn Road	Good Luck Road	4	4	2	4	2020
CE1307	122	PGP2		Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025 2021 Complete
CE1309	181	PGPS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
CE1313	185	PGP5a		Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2025 2014 Complete
CE1314	187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
CE1314	186	PGS67b		Construct	Van Dusen Road Interchange at	Contee Road						2025
	188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
CE1316	429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020 2028
CE2624	154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020 2028
3166	189	PGS70		Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
CE1318	437	PGS71		Widen	White House Road	Ritchie-Marlboro Road	MD 202 Largo Landover Road	3	3	2	6	2020
CE1319	190	PGS72		Widen	Whitfield Chapel Road	CE1319	Ardwick-Ardmore Road	4	4	2	4	2020

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								Fr	To	Fr	To	
	436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025
Anne Arundel County												
		AA14C		Widen	US 50 EB only	MD 70	MD 2 NB	1	1	6	7	2019
		AA14D		Widen	US 50	I-97	MD 2	1	1	6	8	2045
		AA15a		Widen	I-295	I-195	MD 100	1	1	4	6	2035
		AA3E		Widen	MD 2	US 50	I-695			4	6	2035
		AA4e		Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6	2025
		AA6e		Widen	MD 100	Howard Co. Line	I-97		5/1	4	6	2035
		AA8b		Widen	MD 175	MD 170	National Business Parkway		2	4	6	2025
		AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
		AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030
				Widen	MD 214	MD 424	Shoreham Beach Dr.			2	4	2045
		AA34a		Widen	MD 713	MD 175	Stoney Run Dr.		2	2	4	2040
Carroll County												
		CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2035
		NRS		reconstruct	MD 140 (w/ intchg @ MD-191)	Baltimore County Line	Kays Mill Rd.			4	4	2035
		CA2a		Widen	MD 26	MD 32	Liberty Reservoir			4	6	2035
		CA4A		widen	MD 32	MD 26	Howard County Line		2	2	4	2040
		CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4	2035
Howard County												
		HW1b		Widen	I-70	US 29	MD 32	1	1	4	6	2035
		HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	2035
		HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
		HW10b		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
		HW10F		Widen	US 29 NB	Seneca Dr.	MD 100	5	5	5	6	2017
		HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line Brock Bridge Rd.		1	4/6	8	2045
		HW3B		Widen	MD 32	MD 108	I-70		2	2	4	2021
		HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd			2	4	2045
		HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	2035
		HW6c		Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2035
		HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	2045
		HW8b		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015
		HW14c		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	2023
		NRS		Widen	Dorsey Run Rd.	MD 175	CSX RR spur			2	4	2021
		nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2020

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								Fr	To	Fr	To	
Calvert-St. Mary's MPO												
CE2246	644	MP9B	C-SMMPO	Construct	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	2031
		MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	2031
		nrs	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	2028
		MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	2031
VDOT												
	Federal Lands											
CE3061	433	FED3a		Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234	0	1	0	4	2035 2040
CE3061	434	FED3b		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run	2	2	2/4	0	2035 2040
CE3061	435	FED3c		Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Sudley Springs (north of park)			2	0	2030
	Interstate											
CE1759	399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	Saintsbury Dr.-' @Vaden Dr.	1	1	0	2	2021 2022
CE2096	271	VI1AF	78828	Reconstruct	I 66 WB Operational/Spot Improvements	Westmoreland Dr. / Washington Blvd Exit	Haycock Rd /Dulles Access Highway	1	1	3	4	2020 2016 complete

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								Fr	To	Fr	To	
CE2096	350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020 2022
CE3448	718	VI1Y	105500	Widen / Revise Operations	I-66		US 50	1	1	3 general purpose in each direction + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT each direction	2021
CE3448	851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT in each direction (2 Aux per direction btwn VA 286 & VA 28 only)	2021

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								Fr	To	Fr	To	
CE3448	852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for HOT only)	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction	2021
CE3448	852	VI1ZA1	105500	Widen / Revise Operations	I-66	VA 234 Bypass	University Blvd.	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction (+1 Auxiliary each direction between)	2021
CE3448	853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for HOT only)	US 15 (1.2 miles west of)	1	1	4 general purpose in each direction off-peak, 3 general purpose +	3 general purpose + 2 HOT in each direction (+1 Auxiliary)	2040
CE3484	740	VI1X	97586	Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOV 2 in peak direction during peak period	HOT 2 in peak direction during peak period	2017 complete
CE3484	862	VI1X1		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 2 in peak direction during peak period	HOT 3 in peak direction during peak period	2021 2022

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								Fr	To	Fr	To	
CE3484	863	VI1X2		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	2040
CE3448	7221			Study	I-66 Revise Operations by 2024	I495	US 29 near Rosslyn			HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	not coded
CE3484	788	VI1XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2020
CE3484	789	VI1XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	2020
CE3484	786	VI1XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040
CE3448	752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP NB GP to WB Expr SB Expr to WB Expr EB Expr to NB GP SB GP to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
CE3448	753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
CE3448	754			Relocate / Reconstruct	I-66 Interchange	Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover & existing ramp modified to NB I-495 GP to I-66 WB HOT	@ I-495	1	1	2	2	2022
CE3448	755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2022
CE3448	756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2022
CE3448	757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
CE3448	759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes		1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022
CE3448	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022

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								Fr	To	Fr	To	
CE3448	762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & replacemodify EB to NB loop ramp with flyover& WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2022
CE3448	763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, EB off-ramp, WB on-ramp, WB off-ramp to/from I-66 Express Lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2022
CE3448	765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2022
CE3448	766	I66R62		Construct	I-66 Express Lanes Interchange ramps	EB Express Lanes on-ramp from NB US 50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2040
CE3448	767	I66R19A I66R20A I66R21A I66R22A		Relocate / Reconstruct	I-66 Interchange	Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movement s in both directions 24 hrs/day	2040
CE3448	768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Interchange	Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movement s in both directions 24 hrs/day	2022
CE3448	769	I66R17 I66R18		Revise Operations	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to HOT EB on ramp only, 24 hrs/day; Construct new flyover ramp for HOT WB off ramp from I-66 Express Lanes, operating 24 hrs/day The existing reversible HOV ramp at Stringfellow Road will be expanded and converted to Express Lanes ramps providing access to and from the east using the Express Lanes. The new ramps will allow two-way traffic to and from the Express Lanes toward the Beltway 24 hours a day.	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT both directions 24 hrs / day	2022
CE3448	771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 miles west of VA 286	0	1	0	1	2022

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								Fr	To	Fr	To	
CE3448	772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 miles west of VA 286	0	1	0	1	2022
CE3448	773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2022
CE3448	774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2.0 miles west of VA 286	0	1	0	1	2022
CE3448	776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2022
CE3448	781?	I66R61		Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	2040
CE3448	917			Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022
CE3448	920			Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 235	0	1	0	1	2022
CE3448	778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2022
CE3448	779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040
CE3448	855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040
CE3448	781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022
CE3448	784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp & off-ramp, WB on-ramp & off-ramp to/from I-66 Express lanes	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040
CE3448	785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040
CE3179	444	VI2T		Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018 Complete
	854	VI2V		Widen/Revise Operations	I-395 reversible HOV lanes	Turkeycock Run	vicinity of Eads Street	1	1	2 reversible HOV 3+ lanes during peak periods	3 reversible HOT-3+ lanes operating nb in am and sb in pm	2019 complete

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2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
				Revise Operations	I-395 Flyover Ramp South of Duke Street (NB)	I-395 NB GP lanes	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV nb on-ramp at Seminary	Seminary Road	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp at Seminary	I-395 HOV lanes	Seminary Road	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV nb on-ramp at Shirlington Circle	Shirlington Circle	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp at Shirlington Circle	I-395 HOV lanes	Shirlington Circle	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp near Edsall Rd.	I-395 HOV lanes	I-395 SB GP lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 NB HOV Ramp to Washington Blvd.	I-395 NB HOV lanes	Washington Blvd. NB	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 SB HOV Ramp from Washington Blvd.	Washington Blvd. SB	I-395 SB HOV lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV nb off ramp at Eads Street			1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 sb HOV on-ramp at Eads Street			1	1	HOV-3+ in pm peak period	HOT3+ in evening hours	2019 complete
		VI2R47		Remove	I-395 HOV/HOT SB Slip Ramp to I-395 main lanes	Just south of Eads St		1	0	1	0	2019 complete
CE2147	270	VI2AC		Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			2030
CE3556				Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022

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								Fr	To	Fr	To	
CE3093		6 NRS		Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2020 2022
CE2667	378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020
CE2668	8	BRAC0004 / VI2ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR)	EPG Southern Loop Road AM Only	0	1	0	1	2025
	16	VI2r43a		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.		0	1	0	1	2018
	18	VI2r45a		Construct	I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.		0	1	0	1	2018
	969	VI2X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	2022
CE3697	1011	VI2R48		Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022
CE3763				Study	I 95/I 495 Gap Study - Study HOT lanes, including potential ramp access at Van Dorn St. and US 1	East Side of Springfield Interchange	East of Wilson Bridge	1	1			not coded
CE3272	20	VI4Iaux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
CE3272	21	VI4Iaux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
CE3272	22	VI4Iaux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	24	VI4Iaux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
CE3272	25	VI4Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	29	VI4Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
CE3272	32	VI4Iaux13		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
CE3272	35	VI4Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
CE3272	38	VI4Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030 2025
CE3272	39	VI4Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030 2035

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE2069	999	VI4IRMP1		Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
CE2069	1000	part of VI4KA		Construct	I-495 Express Lanes (Shoulder Lane) - NB DIRECTION PEAK PERIODS ONLY	Dulles Connector WB On Ramp	GW Parkway Off Ramp	0	1	0	1	2025
CE2069	1001	VI4IRMP2		Construct	I-495 NB Exchange Ramp	Interstate Ramp - I-495 NB GP Lanes at Dulles Toll Road	I-495 NB GP Express Lanes at Dulles Toll Road	0	1	0	1	2045
CE2069	1002	VI4IRMP3		Construct	I-495 SB Exchange Ramp	Interstate Ramp - I-495 SB GP Express Lanes at Dulles Toll Road	I-495 SB Express GP Lanes at Dulles Toll Road	0	1	0	1	2045
CE2069	40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of) with access ramps	1	1	8	8+4	2025
CE2069	41	VI4KA		Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025
CE3186	49	Part VI4IHOTa		Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	2030 2045
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			2030 2035
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			2030 2025
CE3186	517	Part VI4IHOTa		Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	2030 2045
CE3186	520	VI4lrmp1		Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	2030 2045
CE3208	50	VI4IHOTb		Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	2020- 2035
CE3680	991	VP21G		Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019
				Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019
CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2030
Primary												
CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
CE2594	631	VP1AD	90339	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025
CE2594	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030
CE3173	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022

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								Fr	To	Fr	To	
CE2161	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019
CE2161	633	NRS	100938	Reconstruct	US 1 Richmond Highway	at VA 123 Gordon Boulevard (Interchange)						2028
CE2161	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	2025
CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	Lorton Road Pohick Road	2	2	4	6	2035
CE1942	322	VP1U		Widen	US 1 Richmond Highway	VA 235 North Mt. Vernon Memorial Highway	VA 235 South VA 626 Sherwood Hall Ln	2	2	4	6	2025 2028
CE3331	653	VP2P		Construct	VA 7 Interchange	At VA 690		2	2	0	4	2025
CE1870	86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
CE2105	221	VP2M		Widen	VA 7	Reston Avenue	West Approach to Bridge over Dulles Toll Road Jarrett Valley Dr.	2	2	4	6	2025 2024
CE2105	628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2030
CE3161	87	VP2N		Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2030
CE2175	347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2030
CE3701	1022	NRS		Study	VA 7 Interchange	VA 123 Dolly Madison Road						2030
CE3327	682	NRS	105584	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022 2024
CE2664	621	nrs	99481	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017 2020 complete
CE3523	1023	NRS		Construct	US 15 Bypass / Battlefield Parkway Interchange			2	2	4	4	2035
CE3162	253	VP4EA		Widen	US 15 James Madison Highway	US 29 Lee Highway	Haymarket Drive	3	3	2	4	2040
CE3162		VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	2030
CE3738	881	VP4G		Widen	US 15	Battlefield Parkway	Montesor Road	2	2	2	4	2022 2026

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								Fr	To	Fr	To	
CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
CE2045	309	VP6kA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019
CE2045	326	VP6MA	96721	Widen	VA 28	Godwin Drive	Manassas City limits	3	2	4	6	2019
CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City Limits	VA 619 Linton Hall Road	3	3	4	6	2022
CE1734	1037	VP6EDD		Convert	VA 28 PPTA Phase II- HOV	I-66	Westfields Blvd	5	5	8+ 2 aux	6 + 2aux + 2 HOV	2040
CE1734	873	VP6EDE		Convert	VA 28 PPTA Phase II- HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6 + 2 HOV	2040
CE1734	310- 791	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021
CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025
CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016
CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025
CE3181	656			Study	VA 28 Manassas Bypass /VA 411	VA 234 Godwin Drive/Route 234 on the western edge of the City of Manassas	I66 proposed interchange btwn Rt234 Business & Rt28 on I-66 Proposed Interchange					Not Coded
CE3479	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023
CE1865	995	VP6O		Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road	0	5	0	4	2025
CE3383	730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
	620	VP7s		Widen	US 29 (add NB lane)	I 66	Entrance to Conway Robinson MSF	3	2	4	5	2030
CE1933	620	VP7s		Widen	US 29 (add NB lane)	Legato Raod	Shirley Gate/Waples Mill Rd.	3	2	4	5	2017- 2019 complete
CE1933	349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025 2040
CE1933	625	VP7AB		Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025 2040

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								Fr	To	Fr	To	
CE3474	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025 2035
CE3739	2500			Construct	US50 North Collector Road	Tall Cedars Parkway	VA 28/ Air and Space Museum	2	2	2	4	2029
	94	NRS		Construct	US 50 Interchange	VA 606 Loudoun County Parkway		2	2	6	6	2025
	657	NRS		Construct	US 50 Interchange	West Spine/Gum Springs Road		2	2	6	6	2035
	658	NRS		Construct	US 50 Interchange	South Riding Boulevard		2	2	6	6	2035
	659	NRS		Construct	US 50 Interchange	Tall Cedars Parkway		2	2	6	6	2035
CE3603	885	NRS		Upgrade/ Intersection	Route 50 & Everfield Drive			2	2	2	2	2022 2026
CE3694	997	VP16		Widen	VA 55	Route 29	Town of Haymarket - Fayette St.			2	4	2028
CE1723	245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	2025
CE1784	235	VP10H		Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2030
CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2030
CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2030
CE3698	1016	NRS		Upgrade	VA 123	I-495 Capital Beltway	VA 267 Dulles Access Road	2	2	6	6	2030
CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	2030
CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020
CE3641				Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	2021
CE1897	286	VP12O	99482	Construct	VA 234 Bypass Extension North	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	2040
CE3177	678		105420/ T143	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022
CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025 2024

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								Fr	To	Fr	To	
	739			Construct	VA 234 Byp-Prince William Parkway Interchange at	VA 840 University Boulevard						2030
CE3703		NRS		Construct	VA 234 Bypass Interchange	Clover Hill Road						2026
CE3467	727	NRS		Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
CE1760	311	VP13A		Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025 2035
CE2106	264	VSF25aa	57167	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
CE2106	96	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	West Ox Road Rugby Road	5	5	4	6	2035
CE2106	97	VSF25e	57167	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
CE3702	1024	NRS	111725	Widen/Construct	VA 286 Fairfax County Parkway Interchange	VA 654 Pope's Head Road		2	2	4	6	2025 2024
CE2106	98	VSF25y		Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
CE2106	101	VSF25z		Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
CE2106	320	VSF25g		Widen	VA 286 Fairfax County Parkway	US 29	Rolling Rd. VA 123 Ox Road	5	5	4	6	2030
				Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	2030 2040
CE1833	304	VSF26		Construct	VA 289 Franconia-Springfield Parkway HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5	6	6+2	2025
CE1833	104	NRS		Construct	VA 289 Franconia-Springfield Parkway Interchange	Neuman Street		1	1			2035
CE1833	105	VSF26b		Upgrade	VA 289 Franconia-Springfield Parkway HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	5	6	6+2	2025
	408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
CE3704	1028	NRS		Construct	VA 294 Prince William Parkway Intersection Improvements	VA 641 Old Bridge Road						2028
CE3705	1027	NRS		Construct	VA 294 Prince William Parkway Interchange	VA 640 Minnieville Road						2028

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								Fr	To	Fr	To	
CE3151	106	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	VA 828 Wiehle Avenue	0		0	+1	2035 2037
CE3154	107	VP15CDE		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	Route 7 Leesburg Pike	0		0	+1	2035 2036
CE3154	1033	VP15CD2		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	2035
CE3151		VP15CDE2		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	2035
Urban												
CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
CE3222	52	VU30F	50100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2020 2026
CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2019 2023
CE3300	553	VU55	106976	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	4	4	2	4	2022 2021 Complete
CE3286	681	VU56		Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035 2034
CE1952	267	VU10B	105521	Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2021 2024
CE2073	232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2020 2027
CE2671	382	NRS	89890/L EES0001	Construct	US 15 Bypass Interchange	At Fort Evans Road and Edwards Ferry Road		5	2	4	4	2025
CE2020	290	VU45	15960 (PE & RW Only)	Widen	VA 234 Dumfries Road Business	South Corporate Limits	Hastings Drive	3	3	2	4	2040
CE3375	594	NRS		Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	2	2020
CE3174	53	nrs	8645	Construct	Intersection Improvement	King Street	Beauregard Street					2018 2025
CE3175	54	nrs		Construct	Ellipse	Seminary Road	Beauregard Street					2020 2028
CE3166	56	NRS	104328 and 106986	Reconstruct	Herndon Parkway (East): Transit Drop-off/Pick-Up Access to Herndon Metrorail Station	East of Rte 666/Van Buren Street (at 593 Herndon Parkway)	West of Rte 675 / Spring Street (at 575 Herndon Parkway)	2	2	4	4	2018 2023
	725	NRS	89889	Reconstruct	Herndon Parkway/Van Buren Street (south) intersection	Herndon Parkway/Van Buren Street (south)	Worldgate Drive/Van Buren Street (south)	2	2	4	4	2019 2022
CE3441	687	NRS	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021
Secondary												
Arlington County												
CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2019 2022

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								Fr	To	Fr	To	
CE3657	951	NRS		Construct	12th Street South	VA-120 (South Glebe Rd.)	South Monroe St	4	4	0	2	2019 2024
CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019
CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019
Fairfax County												
CE1849	336	FFX2a		Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue Sunset Hills Road	3	3	4	6	2020 2040
		FFX2c		Widen	VA 602 Reston Pkwy.	Sunset Hills Road	New Dominion Parkway	3	3	4	6	Complete
CE1849	4041	FFX2b		Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	2040
CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025 2030
CE2186	218	VSF4ca		Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025 2040
CE2186	298	VSF4i		Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025 2040
CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025 2040
CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025 2035
CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025 2040
CE3731	2484	VSF8K		Widen	VA 620 Braddock Road	Paul VI Eastern Entrance	Loudoun County Parkway	3	3	2	4	2028
CE2206	334	VSF8j		Construct/Widen	VA 620 New Braddock Rd.	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	2025
CE3478	736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
CE1936	302	VSF10a		Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway - Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2025 2026
CE3301	586	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive - Virginia Dr.	3	3	2	4	2022 2035
CE2645	377	VSF10c	16505	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025

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								Fr	To	Fr	To	
CE1859	217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2030 2040
	64	VSF37a		Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA 699 Prosperity Ave.	2	2	4	6	2038
CE2833	65	VSF33a		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025 2040
CE1748	255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025 2040
CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2030
	346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearn Road	3	3	4	6	2040
CE3150	66	NRS		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
CE3460	724	VSF46		Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	4	2024 2030
CE3155	69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
CE3158	68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
CE3157	67	NRS		Construct	New Bridge/Road Crossing- bike ped only	Tysons Corner Center Ring Road	Old Meadow Road			0	0	2036 2022
CE3609	882	VSF48		Construct	Rock Hill Road Overpass Davis Dr. Bridge	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	2030
CE3450	722	VSF49		Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	2027
CE3699	1017	VSF50		Construct	Town Center Parkway Underpass of Dulles Toll Road	VA 5320 Sunrise Valley Dr.	VA 675 Sunset Hills Road	0	4	0	4	2030
CE3060	442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018
CE3759	4080			Construct	Worldgate Drive Extension	Van Buren Street	Herndon Parkway	0	3	0	4	2030
Loudoun County												
CE3355	661	NRS		Construct	VA 606 Ramp	VA 606 Eastbound	VA 789 Lockridge Road Northbound			0	2	2020
	330	VSL1B	97529, 105064	Widen/Upgrade	VA 606/607 Old Ox Rd/Loudoun County Parkway	VA 634 Moran Rd	VA 621 Evergreen Mills Rd	4	3	2	4	2018
CE3315	566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030

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								Fr	To	Fr	To	
	275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
CE3736	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	2022
CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	2025
CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
CE3606	884	NRS		Reconstruct	VA 620 Braddock Road	Braddock Road	Summerall/Supreme	4	4	2	2	2020- 2022
CE3601	887	NRS		ReAlign Intersections	VA 621 Evergreen Mills Rd	Watson Road	Reservoir Road	3	3	2	2	2020- 2024
CE3311	578 580	VSL62		Widen	VA 621 Evergreen Mills Road (Eastern Segment)	VA 607 Loudoun County Parkway — Northstar Boulevard	VA 659 Belmont Ridge Road — Stone Springs Boulevard	4	4	2	4	2025
CE3312	578 580			Construct	VA 621 Evergreen Mills Road (Western Segment)	VA 842 Arcola Boulevard	VA 659 Belmont Ridge Road	4	4	2	4	2025
CE3333	683	NRS		Construct	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Interchange Improvements	Loudoun County Parkway	Waxpool Road	3	3	4	4	2019- 2024
CE3443	689	VSL54	106996	Widen	VA 640 Farmwell Road	VA 1950 Smith Switch Road	VA 641 Ashburn Road	4	4	4	6	2020- 2022
CE2209	335	VSL45	VSL45	Widen Study	VA 643	Leesburg Town Limits	Crosstrails Boulevard	3	3	2	4	2035 — not coded
CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	2020- 2023
CE3499	825	VSL64		Construct	VA 645 Westwind Blvd Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	2020- 2026
CE3734	2489	VSL68		Widen	VA 645 Croson Ln.	Clairborn Parkway	Old Ryan Road			2	4	2027
CE1897	72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018
CE1897	746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 267 Dulles Greenway	4	3	2	4	2025- 2023
CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	2028
CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	2035

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								Fr	To	Fr	To	
CE3306 CE3307	573 574 575	VSL61		Construct	VA 842 Arcola Boulevard (Southern Segment)	US 50	VA 607 Loudoun County Parkway	0	4	0	4	2022
CE3067	76	VSL40F	102858	Construct	VA 901 Clairborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019
CE3309	576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	VA 659 Belmont Ridge Road - Northstar Boulevard	VA 621 Evergreen Mills Road	0	4	0	4	2025 2020
CE3323	641	VSL58		Construct	Ashburn Silver Line Station Connector Bridge	VA 267 Dulles Greenway	Ashburn Silver Line Station	4	4	0	4	2019 Complete
CE3734	883	VSL66		Widen	Croson Ln	Clairborn	Mooreview Pkwy	4	4	2	4	2025
	577	VSL56		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Kincaid Boulevard	0	4	0	4	2019 Complete
CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	0	4	2026
	662	NRS	69870	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard	0	4	0	4	2025
CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Dulles Landing Drive - VA 607 Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022
CE2582	1031	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	2025
	888	NRS		Reconstruct	Elk Lick Rd Intersections	US 50	Tall Cedars Pkwy	4	4	2	2	2020
CE3602	886	NRS		Construct	Moorefield Boulevard	Mooreview Parkway	Moorefield Station	0	4	0	3	2020
CE3316	568	VSL57		Construct	VA 2298 Mooreview Parkway (Missing Link)	VA 2773 Amberleigh Farm Drive	VA 772 Old Ryan Road	0	4	0	4	2019
CE3318	570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3	0	4	2022
CE3737	2495	VP12S		Construct	VA 3171 Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028

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								Fr	To	Fr	To	
CE3320	572	VSL59		Construct	VA 1071 Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019 2026
CE3321	556	VSL59		Construct	VA 1071 Prentice Drive Eastern Segment	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2019 2026
CE3501	826	VSL48B		Construct	VA 2401 Riverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	0	4	0	4	2018 2022
CE3324	559	VSL49B		Construct	VA 1061 Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017 2024
CE3326	563	VSL55A		Construct	Shreveport Drive (Western Segment) – Evergreen Mills Road	VA 621 Evergreen Mills Road	VA 659 Belmont Ridge Road	0	4	0	4	2025 2021 Completed
CE3329	562	VSL60	105783	Construct	VA 846 Sterling Boulevard Extension	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018
Prince William County												
CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
CE2357	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	2022
CE2357	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2022
CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
CE3374	593	VSP65		Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	Smoke Ct.			2	4	2023
	376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018
CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
CE2145	646 581	VSP17ba		Widen	VA 674 Wellington Road	VA 621 Devlin Road/Balls Ford Road	VA 234 Prince William Parkway Bypass	3	3	2	4	2025
CE2145	338 589	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040 2020
CE3753	4600			Construct	Annapolis Way Extension	VA 123 Commuter Lot Entrance	Current termini west of Marina Way			0	2	2028

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								Fr	To	Fr	To	
CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
CE3756	3580			Construct	Horner Road	VA 123 Gordon Blvd	Annapolis Way	0	4	0	2	2030
CE2876	4123			Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	2025
CE1985	401	NRS		Construct	McGraws Corner Dr. / Thoroughfare Rd.	US 29 Lee Highway @ Virginia Oaks Dr.	US 15 @ Thoroughfare Dr.	0	4	0	4	2040
CE1921	219	VSP25b	104802	Widen	VA 1781 New Telegraph Road/Summit School Road	Horner Road/Park'n Ride Lot Access	VA 2190 Summit School Road Extension	4	4	2	4	2025
CE3480	745	NRS		Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
CE2008	325	VSP20C	VSP20c	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040 2030
CE3482	743	NRS		Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
CE3481	744	NRS		Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
	643	VSP67	104802	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	2025
CE1837	257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 849 (Caton Hill Rd.) - Horner Road Park-n-Ride Lot Access	4	4	2	4	2025
CE3755	3560			Construct	Thorough Blvd.	VA 640 Minnieville Road	Elm Farm Road			0	2	2030
	83	VSP47e		Construct	University Boulevard	Sudley Manor Drive	Wellington Rd/Progress Ct.	0	3	0	4	2035
CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
FAMPO												
		VI2RFA		Construct/revise operations	I-95 :HOV/Bus/HOT Lanes- single reversible lane	north of Garrisonville Road (south of Aquia Creek) at flyover	south of Garrisonville Road	1	1	0	1	2018
		VI2RFB		Construct	I 95 : HOV / Bus / HOT Lanes: Southbound Ramp	South of Garrisonville Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	2018
		VI2RFC		Construct	I 95 : HOV / Bus / HOT Lanes: Northbound Ramp	South of Garrisonville Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	2018
		VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd.) in Stafford County	VA 17 Warrenton Rd. (exit 133)	1	1	0	2	2022
				Study	I 95 : HOV / Bus / HOT Lanes	VA 17 Warrenton Road (exit 133)	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	not coded
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2022
		VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022
		VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022

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								Fr	To	Fr	To	
		FAI1F		Widen	I-95 northbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
		FAI1G		Construct	I-95 northbound 3 lane collector distributor road	Exit 130 (VA 3 Plank Rd.)	Exit 133 (VA 17 Warrenton Rd.)	1	1	3	6	2025
		FAI1H		Widen	I-95 northbound	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	3	4	2045
		FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
		FAI1J		Widen	I-95 southbound	Exit 130	Exit 126 (US 1/VA17)	1	1	3	4	2035
		FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
		FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
		FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013
		FAP6E		Widen	Tidewater Trail 17 Business/VA 2	US Beulah Salisburty Dr.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
		FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025
		FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020
		FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
Fredericksburg												
				Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Shelton Blvd.			0	4	2035
		FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020
					Lafayette Blvd.	City Limit	VA-3 (Blue & Gray Parkway)				4	2045
		FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2035
Stafford County Secondary												
		NRS			VA 610	Shenandoah Ln	Orville Rd				6	2021
		FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
		FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
		FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
Spotsylvania County Secondary												
		FAS26A			VA 606	US 1	I-95				4	2025
		FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
		FAS19			VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
		FAS19B			VA 636 (Mine Rd./ Hood Dr.)	Falcon Dr. / Spotsylvania Ave	Landsdowne Rd	4	4		4	2035

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045.
Pink shading indicates technical corrections since the beginning of the comment period.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Summary: TPB Work Session: Facilitated Review of Technical Inputs (May 19, 2021)
DATE: June 10, 2021

This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's May 19, 2021 work session. This memorandum also summarizes the information and responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

INTRODUCTORY REMARKS

Welcoming members to the work session, board Vice-Chair Ms. Pamela Sebesky noted that the work session was a follow-up to the April work session. She noted the purpose of the session as a review of proposed inputs to be included in the Air Quality Conformity Analysis. The work session began where the April meeting left off, reviewing projects proposed by the state and local jurisdictions. The review order was noted as Maryland projects, followed by Virginia and the District of Columbia, and ending with other regional projects.

Director Srikanth reviewed a slide deck that summarized the regional policy documentation provided to the board for all projects in the constrained element of the plan and thanked the more than fifty technical staff members across the region for providing the information that is included in this documentation. The presentation was posted on the meeting page:

<https://www.mwcog.org/events/2021/5/19/transportation-planning-board/>

Ms. Cook then began facilitating the review.

MARYLAND PROJECTS

Mr. Earl Lewis and Ms. Caryn Brookman of the Maryland Department of Transportation began by briefing the members on the changes to the I-495/I-270 Express (HOT) Lanes project that had recently been announced by the Governor of Maryland. The most significant change was the proposed construction of HOT lanes on I-495 from I-270 to Woodrow Wilson Bridge was being changed to a study. This meant that the project would no longer be included in the regional air quality conformity analysis. The presentation can be found at the end of this memorandum.

Mr. Marc Korman, Maryland House of Delegates, asked a question about Table 2 of the Appendix E of the regional policy documentation. He questioned why none of the Maryland projects denotes "expand bus rapid transit and transitways regionwide" and "move more people on Metrorail." He

commented that the Purple Line would move more people on Metrorail and the HOT lanes project and that is not noted in the project's description. He also said that the HOT lanes project has been presented to provide busses access to the rapid lanes and also expansion of bus capacity at Shady Grove Metro station yet did not see any of these in the description here. Mr. Lewis agreed that both projects would benefit transit and transit ridership and said he would look into the project descriptions. He said that Maryland invests a significant amount of funding on transit and will continue to do so given that transit is a critical element of the transportation system..

Mr. Korman followed up asking if MDOT is required to investment in transit by law. Mr. Lewis responded noting its more than the law and that they are working not only for compliance but also to meet expectations of the constituency by investing to increase transit usage and to make it successful.

Mr. Victor Weissberg, Prince George's County, added to the comments that the inclusion of transit to the American Legion Bridge I-270 to I-70 Traffic Relief Plan is essential to the regional balance and connectivity especially considering the connection to Northern Virginia across the Woodrow Wilson Bridge.

Ms. Kacy Kostiuk, Takoma Park, asked about what changes occurred in the project submission for the American Legion Bridge in regard to the I-495 section, particularly with regard to conformity analysis. Ms. Cook noted that the comment period packet includes an updated conformity analysis table that shows the changes to the HOT lanes project made during the comment period. Mr. Lewis noted the project between American Legion Bridge and I-270 will proceed with construction while remainder on I-495 will remain under study. MDOT is planning to work with local jurisdictions and stakeholders on how to address congestion across the Maryland component of I-495.

Ms. Cook asked Ms. Jane Posey, TPB, if she would like to speak on the study being done for the I-495 project in relation to the air quality conformity analysis inputs. Ms. Jane Posey noted that portion of the beltway that is under study would not be able to move forward into construction until it comes back through a conformity analysis and approved as part of project inputs for the TPB. Mr. Weissberg asked if that includes the transit component as well. Ms. Posey confirmed it does.

Ms. Bridget Newton noted that the City of Rockville submitted a letter to TPB with concerns about the proposal for HOT lanes on I-270. She mentioned taking I-495 off the table does not help the entire situation and another analysis is needed to see if the southern portion of I-270 will have positive impacts. Ms. Newtown also noted that significant costs will be incurred along the project that have yet to be accounted for and commented that MDOT-SHA has not responded to the City's requests for information from November 2020. She ended her comments noting that the problem isn't in the lower portion of the project but is rather located at the bottleneck where the 6-lane portion becomes 2-lane. The City of Rockville would be severely impacted.

Ms. Kostiuk asked about the assumptions on the vehicle miles traveled (VMT) for the expansion project. She wanted to know to what extent VMT analysis looks at the potential for increased congestion on other streets. Mr. Lewis noted MDOT's goal at managing VMT, as Maryland continues to reduce VMT per capita, they will continue to monitor the impact that COVID and post-pandemic life will have on VMT per capita. He mentioned the importance to continue of transit to help relieve congestion and help reduce emissions.

In response to Ms. Newton, Mr. Lewis added that congestion in that corridor is from the bridge and up to I-270. He noted that previous studies identified the congestion and recognize it as an important issue that needs to be addressed.

Mr. Mark Phillips, WMATA, noted that he found discrepancies in Tables 1 and 2 for multiple projects in different jurisdictions. Mr. Phillips asked Ms. Cook, between the project text and tables, which are likely to be more accurate or if staff needs more time to review and make corrections. Ms. Cook acknowledged the discrepancies and noted that most of the available information is correct but to defer to text, in the case of discrepancies. Due to the technical nature of the questions, she also noted that there is the possibility for different interpretations of the checkboxes in the tables. She ended by noting that staff will review the documentation. Mr. Phillips asked if Mr. Lewis had any comments on how the I-270/I-495 project would address greenhouse gasses and VMT. Mr. Lewis replied noting that the data in the tables and text will be reviewed. He mentioned that there is a long-term trend towards the electrification of vehicles which will drive emissions down and reduce congestion and greenhouse gasses from idling vehicles. He said that more research will be done to see how to meet MDOT's GHG objectives.

Mr. Lewis noted MDOT's participation with the Maryland Commission on Climate Change and gave some insight on the work being done to address climate change and greenhouse gas emissions. He ended his statements mentioning no concern that the I-270/I-495 project will impact MDOT's ability to meet their GHG objectives.

Mr. Shyam Kannan, WMATA, stated that the responsibility of the Board is to make sure that the project submissions are fully completed. He stressed the importance of completeness when considering approval of investments. He noted difficulties in the ability to approve of projects that contain discrepancies or lack information to support data. Mr. Lewis noted that the manage lane study is part of the Traffic Relief Plan and the project is a private-public partnership which does not use state funds to build the project. He noted that it's a critical infrastructure project that will help relieve congestion.

Ms. Cook noted that the technical transportation staff across the region have taken the time to provide narrative and binary responses to the project submissions. She noted the binary responses for the 400+ projects and the narrative responses are complete, except for a few projects for which questions may not apply. Ms. Cook asked the board members to reach out to her if there is specific information needed on a particular project.

VIRGINIA PROJECTS

Ms. Maria Sinner, of the Virginia Department of Transportation, began by speaking about VDOT's work to complete all the project regional policy documentation packages and descriptions and thanked all of the sister agencies who contributed to gather all of the data. She noted that VDOT is very focused on reducing greenhouse gasses and VMT per capita through projects, policies, and strategies. She also noted that VDOT was questioned about their efforts in helping to mitigate climate change issues during the April Work Session. To address those questions, VDOT prepared a presentation during which Mr. Norman Whitaker briefed the participants about VDOT's environmental activities. He went over the Statewide Vision and discussed efforts VDOT is participating in to mitigate greenhouse gas emissions. He also provided examples of efforts in place

and strategies being encouraged that would help reduce greenhouse gas emissions and address VMT, specifically looking at the multi-modal express lane system, Performance-Based Planning, and emerging clean technologies. Mr. Whitaker noted the Regional Multi-Modal Mobility Program (RM3P) for which VDOT is partnered with NVTA. It was described as a technology that combines travel demand management with intelligent transportation systems using artificial intelligence. The presentation can be found at the end of the memorandum.

Ms. Jeanette Rishell, Manassas Park, noted that individuals or groups can misrepresent facts and thanked Mr. Whitaker for his presentation and hopes it clears up any misinformation.

DISTRICT OF COLUMBIA PROJECTS

Ms. Lezlie Rupert of the District Department of Transportation commented that the DDOT program reflects and is committed to the District's goals, federal requirements, and the region's goals and aspirations. DDOT is working to utilize their right of way to create a safe and connected network for all modes of transportation. Ms. Rupert noted that none of DDOT's projects increase capacity and are not anticipated to increase VMT or have any adverse impact to the regional climate. No questions were received by DDOT since the April Work Session where there was discussion on H & I Street.

No questions or comments were asked by the participants.

OTHER PROJECTS/TECHNICAL INPUTS

No questions or comments were asked by the participants.

Mr. Srikanth ended the meeting by inviting Board members to reach out to the TPB if there are any questions or comments in the next 10 days.



American Legion Bridge I-270 to I-70 Relief Plan

Transportation Planning Board

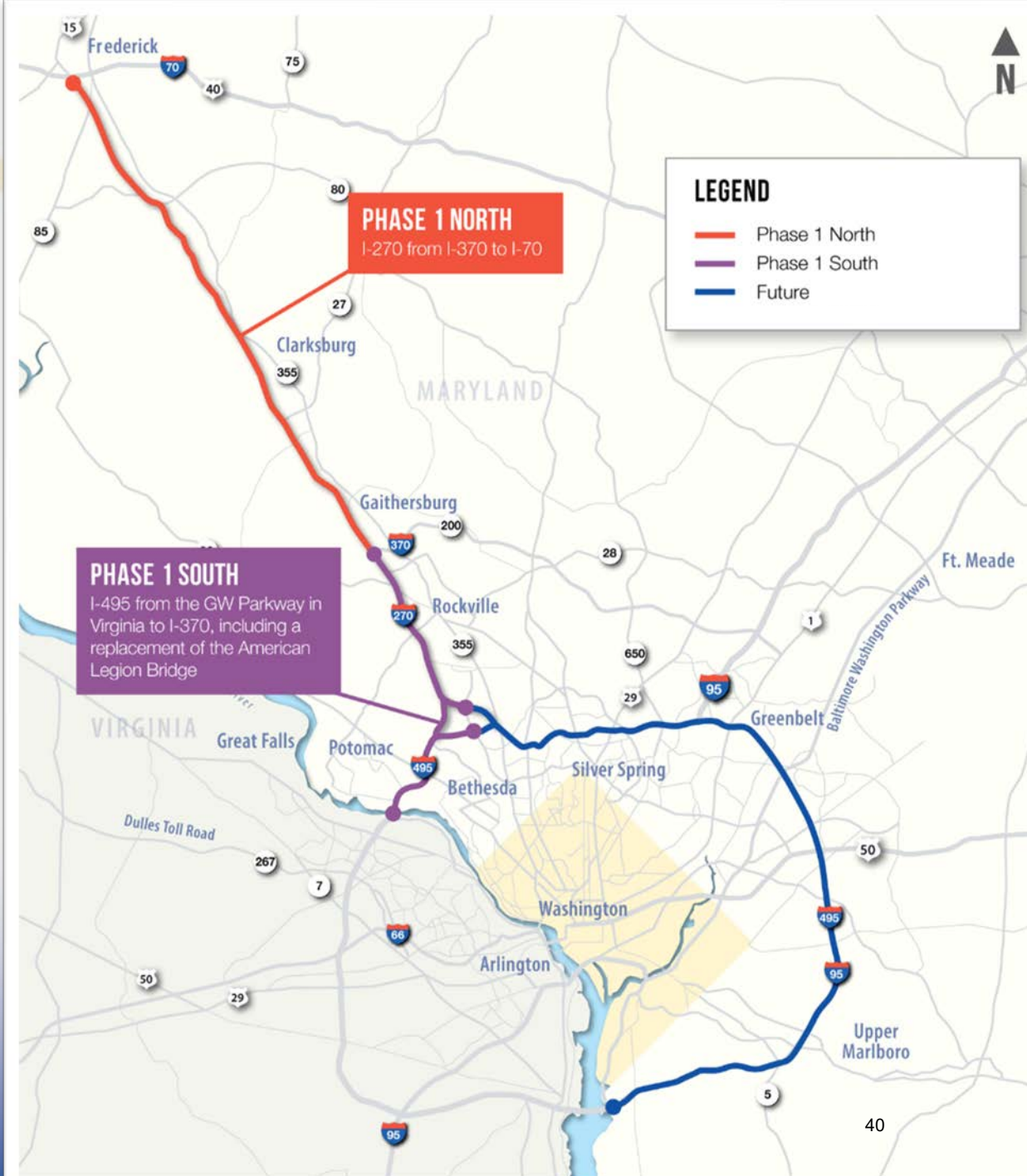
Work Session #2

May 19, 2021



American Legion Bridge I-270 to I-70 Relief Plan

- **Phase 1 South** is I-495 from George Washington Parkway to MD 187 and then I-270 from I-495 to I-370 including the I-270 east spur from MD 187 to I-270 – part of the I-495 & I-270 Managed Lanes Study (MLS)
- **Phase 1 North** is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





MLS Project Update

Continuous Collaboration

Since the January IAWG, MDOT SHA has continued to address DEIS comments and has been meeting with individual agencies and stakeholders to hear concerns and work towards a resolution of critical study topics.

- ☐ Held over 20 office and field agency coordination meetings with various agencies and stakeholders, including but not limited to:
 - FHWA, EPA, NCPC, NPS, USACE, US Navy
 - DNR, MDE
 - M-NCPPC, Montgomery County DOT, Prince George's County DPW&T
 - City of Rockville
 - Washington Biologists' Field Club
- ☐ Held Section 106 Consulting Parties Meeting
- ☐ Established Executive Steering Committee
- ☐ Continued Economic Working Group efforts
- ☐ Established Environmental Justice Working Group
- ☐ Re- initiated Community Meetings



Recommended Preferred Alternative (RPA)

- Announced in January, ***Alternative 9 was identified as the RPA*** based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the RPA, MDOT is ***now aligning the MLS to be consistent with the phased delivery and permitting approach***
- MDOT and FHWA have identified a ***new RPA***, Alternative 9 – Phase 1 South to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only.
- No action at this time on I-495, east of the I-270 east spur.



Alternative 9 – Phase 1 South

Two HOT Lanes: I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

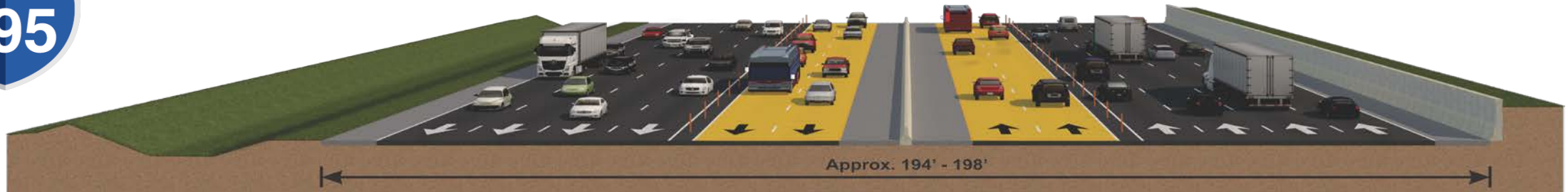
No Action: On I-495 From MD 187 to West of MD 5





New Recommended Preferred Alternative

Add two HOT managed lanes in each direction on I-495 from the GWMP to MD 187



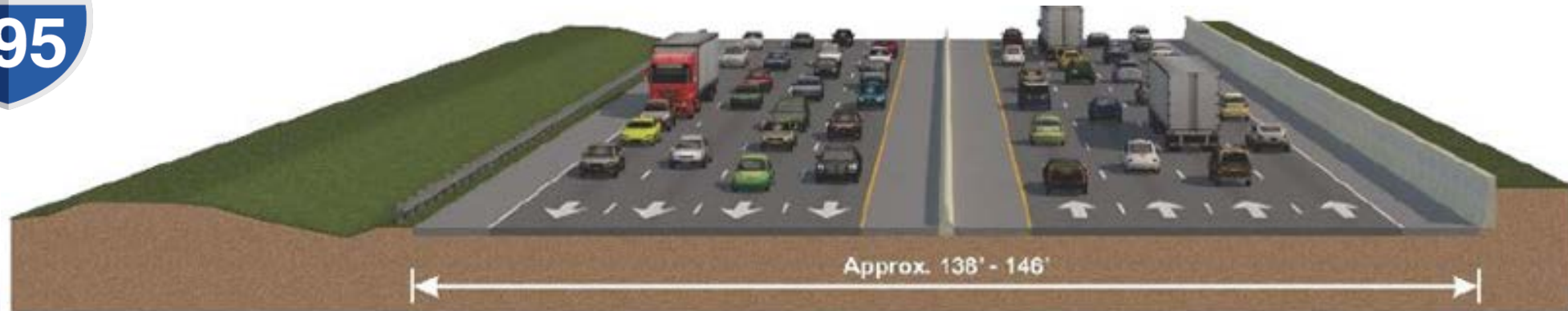
Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270





New Recommended Preferred Alternative

No Action on I-495 from MD 187 to West of MD 5





New Recommended Preferred Alternative- Key Points

- Further aligned with the ***phased delivery and permitting approach***
- Focuses the improvements on Phase 1 South including the ALB which is the ***biggest traffic chokepoint in the region and the area that has broad regional support***
- ***Does not include improvements to the remaining parts of the interstate system*** within the scope of the MLS area. This does not mean improvements will not be needed on these remaining parts of the system. Only that if the new RPA is selected at the conclusion of the study, then consideration of improvements to those remaining parts would have to ***advance separately, subject to additional environmental studies, analysis and collaboration*** with the public, stakeholders and agencies.
- ***Avoids ALL residential and commercial property displacements, avoids significant NPS resources and avoids approximately 22 acres of M-NCPPC parkland*** including Rock Creek Park, Sligo Creek Park and Northwest Branch Stream Valley Park
- New RPA is ***responsive to and addresses comments*** heard from the public and some partner agencies and gives the ability to ***continue to work through issues*** raised outside of Phase 1 South ***through further collaboration*** with agencies and the public in future environmental studies.



New Recommended Preferred Alternative- Key Points

- Includes replacing the ALB which is part of a **bi-state effort to improve mobility** and would **provide a seamless regional system of managed lanes** by connecting to Virginia over the ALB
- **Waiting to replace the American Legion Bridge is not an option.** There are no State funds available for this work and MDOT must address the **need for a new deck by 2030.**
- **Transit, bicycle/pedestrian and environmental commitments and enhancements, above and beyond mitigation,** that have been previously coordinated within Phase 1 South **will remain** and will be developed further.
- Continues to provide **options for travel** and **reduces reliance on single occupancy vehicles** by keeping all **existing general-purpose lanes free** and permitting **buses, carpool, vanpool and personal vehicles with three or more** people to **travel faster and more reliability** in the new HOT lanes **free of charge any time of the day.**
- A **Supplemental Draft Environmental Impact Statement (SDEIS)** is being completed and will be of limited scope to focus on new information relative to the **new RPA, Alternative 9 – Phase 1 South.**



Updated Air Quality Conformity Determination

- February 2021 revisions to the project submissions for inclusion in the Air Quality Conformity Analysis ***remain unchanged***- changing Express Toll Lanes (ETL) to High Occupancy Toll (HOT) lanes
- ***Additional changes now proposed*** based on new RPA:
 - Changing the phases on I-495 East of MD 187 to the Woodrow Wilson Bridge and I-270 east spur from east of MD 187 to I-495 ***from construction to study status***- These areas ***will not*** be included in the modeling effort
 - Remaining phase on I-495 from American Legion Bridge to east of MD 187 and I-270 from I-495, including the I-270 west spur to I-70 will ***remain as construction***. This area ***will*** be included in the modeling effort.
 - The new estimated cost is \$6.0 billion.



Questions?



COMMONWEALTH OF VIRGINIA: ENVIRONMENTAL STEWARDSHIP AND TRANSPORTATION

S

| Norman Whitaker AICP, VDOT NoVA District Transportation Planning Director

5/19/21

Commonwealth of Virginia Environmental Stewardship

- **Statewide Vision:**
 - Legislation and Executive Orders
 - Wide range of initiatives from litter pickup to clean electric grid legislation
- **Greenhouse Gas Mitigation**
 - Studies – statewide analysis and corridor specific pilot
 - Environmental Mitigation Trust (VW Trust)
 - Regional Greenhouse Gas Initiative and Transportation Climate Initiative
 - Multi-modal approach to major projects
 - Complete Streets policy
 - DRPT multimodal transportation and land use planning guidelines
 - Expanding commuter rail system
 - Regional transit funding from Commonwealth and local governments

- **Multi-modal Express Lane System**
 - Tolls as a funding stream for transit
 - Intelligent Transportation Systems (ITS), Travel Demand Management (TDM)
 - Discourage SOVs. HOVs and buses ride free
 - System of park-and-ride lots
- **Performance Based Planning : VTRANS and Smart Scale**
 - Emphasis on cost effective solutions, multi-modalism, operational improvements, connectivity and continuity, congestion abatement
 - NVTA uses similar performance based metrics
- **Emerging Clean Technologies**
 - Electric vehicles, automated and connected vehicles
 - Bus Rapid Transit (BRT)
 - Regional Multi-Modal Mobility Program ([RM3P](#)) partnership with NVTA